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## American Railroad Journal.

New York, Saturday, November 30, 1872.

### The New Middle Line of Rail to the West.

The Chesapeake and Ohio Company are already perfecting the connections of their main line, now drawing to completion, south-west of the Ohio River, at Huntington, the western terminus of the main line. Mr. Huntington, the energetic Executive of the Company, the same who built the Central Pacific Railroad, has secured control of the Cincinnati and Louisville Short Line, and of the Lexington, Frankfort and Louisville Road, and is now rapidly building the connecting link between Huntington and Lexington, 125 miles, under the old Big Sandy, Mount Sterling, and Lexington surveys. Of this link 33 miles are already opened to traffic and by an early day the entire route will be an accomplished fact from tide-water at Richmond and from the Potomac at Washington, to Louisville, Kentucky. The Cincinnati and Louisville Short line, now controlled by Mr. Huntington, extends not only to, but through the City of Louisville, to a point three miles south-west of the city, where connection is made with the Louisville, Nashville, and Memphis Road. Another connection south will be practicable in the course of a year or eighteen months, by the

extension of the Elizabethtown and Paducah R. R. as an independent line, from Elizabethtown to Louisville. The connections of the Chesapeake and Ohio with the St. Louis Roads from Louisville, will also be perfected by the time the route is made continuous to Louisville, so as to establish another through line between St. Louis, Louisville and Cincinnati at the west and Richmond and Washington at the east.

### Atlantic, Mississippi and Ohio Railroad.

The action brought by Mr. J. E. Tyson, of Baltimore, against the Atlantic, Mississippi and Ohio railroad, in the Circuit Court at Lynchburg, Virginia, has been finally concluded by a judgment adverse to the plaintiff in all points of the bill. The case involved the legality of the consolidation of the several roads forming the Atlantic, Mississippi and Ohio road, under the presidency of Gen. Mahone. The Lynchburg *Virginian*, reviewing the case, says:

It will be remembered that an act was passed by the Legislature of Virginia at its last session entitled "An act to complete the organization of the Atlantic, Mississippi and Ohio Railroad Company." This act recited that the former act of June 17th, 1870, contemplated the ultimate absorption of all the stock of the Virginia and Tennessee, Virginia and Kentucky, Southside, and Norfolk and Petersburg railroads into the new company, and stated that, while a large majority of the private stockholders in each of the four companies had merged their stock into the said new company, a few in each still refused to do so, and then provided for the appointment of a board of commissioners to value the stock of each of the outstanding stockholders, and prescribed that the board for the Virginia and Tennessee stockholders should report their valuation to the Circuit Court of Lynchburg for conformation. Said board was appointed, met, and valued the stock of Tyson and others, and made report to the court.

Said report coming up now for confirmation, it was opposed on the ground that the act of the last session was unconstitutional, and that no power existed in the Legislature to condemn the stock of Tyson and others for the benefit of the Atlantic, Mississippi and Ohio Railroad Company. It was further opposed on the ground that the market value was not a fair basis of compensation for these outstanding stockholders. The court, however, overruled both objections, held that the act was constitutional, and the market value of the condemned stock was the true basis of compensation to the holders thereof. The counsel

for Tyson intimated their purpose to ask a superseda from the Court of Appeals.

### The Canals of New York.

In the aggregate, the canals of the State of New York are eight hundred and thirty-four miles in length. The Erie extends from Buffalo to Albany, three hundred and fifty miles; the Chenango, from Binghamton to Utica, ninety-seven miles; the Genesee Valley, from Olean to Rochester, ninety-five miles; a branch of the same, from Conesus to Danville, twenty miles; Black River, from Rome to Carthage, including a distance of forty-two miles by river, seventy-seven miles; the Chemung, from Elmira to Montezuma, including a distance of thirty-five miles through Seneca Lake, eighty miles; the St. Paul's, a branch of the Erie, from Montezuma to Seneca Falls, thirty miles; and the Delaware and Hudson, from Honesdale, Penn., to a point on the Hudson River opposite Rhinebeck, about eighty-five miles of which are in the State of New-York. These, in the season, are navigated by nearly 7,000 different boats, or an average of eight boats to each mile of canal. Of these boats the largest have each a carrying capacity for 225 tons of assorted cargo, or 2,000 barrels of flour, or 9,000 bushels of grain. The smaller boats have a carrying capacity of 125 tons, in proportion as indicated above. The average cost for the construction of the boats used is, for the larger, \$5,000, and for the smaller, about \$2,000. The average monthly cost of running, including tolls and towing, is about \$800 per boat, which, it will be seen, involves a very large capital for simply the running expenses of a season. The men nearly all complain of the manner in which the canals have been managed by the State authorities, and express the hope, earnestly, that the next Legislature will inaugurate a reform. They charge the great falling off in the canal trade upon the failure to keep the canals in proper order, and the heavy tolls, by which, they declare, a vast business which now seeks railway and other conveyances, has been driven away. They are anxious that "the West" should be induced to return to the canals with all its former work; and they insist upon it that a proper system of repairs and charges would secure a return and large additional profit to the State. Soon after the opening of the Legislature attention will be called to the canal question and many reforms asked, by the adoption of which a large increase of trade, will, it is supposed, be the result.—*N. Y. Times*.



**Euphrates Valley Railway.**

We learn from the *Levant Herald* that the Turkish Grand Vizier has commissioned M. Pressel to undertake the survey of the ground for a line of railway to connect the Mediterranean sea with the Persian Gulf. It is to commence at Tripoli, on the Syrian coast, passing by way of Palmyra, and crossing the Euphrates, thence traversing Mesopotamia and the Tigris, and terminating at Bagdad, where it would meet the Persian Gulf line as originally planned. A preliminary step has already been taken in the despatch to Tripoli of two experienced engineers, one of whom took an active part in the pioneering work of the Roumelian line. The road will be 550 miles in length.

**Chicago and Tomah Railroad.**

The Chicago and Tomah Railroad Company has been formed with the view of building a railroad from Chicago, in the State of Illinois, to Tomah, Wisconsin. The line of the proposed road through the State of Wisconsin is as follows: Through Green, Lafayette, Iowa and Grant counties, crossing the Wisconsin river at the mouth of the Kickapoo, and following that stream northward, cross the ridge and intersect the Milwaukee and St. Paul Railroad at Tomah. It is to be a three feet or narrow gauge road. The bonded indebtedness of the road is limited by its charter to \$15,000 per mile of constructed road.

**Louisville, Cincinnati and Lexington R. R.**

The earnings of this road for the years ending June 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers.....	\$516,517 74	\$491,287 42
" freight.....	414,439 88	485,472 06
" express.....	34,109 24	38,995 14
" mail.....	22,937 50	22,937 86
" telegraph.....	1,221 04	1,072 90
" miscellaneous...	6,200 28	3,503 87
	\$995,425 63	\$1,038,273 25
Expenses, viz:		
Conducting transp....	\$267,959 88	\$276,008 45
Motive power.....	174,721 95	202,742 67
Maintenance of way...	211,668 45	227,400 78
Maintenance of cars...	58,829 90	68,503 60
General expenses.....	27,561 50	27,818 40
	\$740,741 68	\$802,473 85
Net earnings.....	\$254,683 95	\$235,799 40
Add balance on hand July 1, 1871....	239,666 81	
Total.....		\$475,466 21

**Disbursements, viz:**

Interest on bonds.....	\$258,109 55
Dividends on pref. stock..	79,534 84
Interest on floating debt..	73,391 56
Interest on Louisville Railway Transfer Company bonds.....	\$24,326 08
Less net earn'gs	9,321 45
	15,004 63
Discount on 20,000 shares common stock.....	493,840 12
	919,880 70

Balance to debit of General Account, \$444,414 49

The President, in his report dated September 1, 1872, says:

The capitalization of the company has been increased by the sale of one million of additional common stock, and almost the entire proceeds thereof invested in construction and equipment and added to the property value of the company. Substantial and commodious new machine and car-shops have been constructed and improved machinery purchased, greatly increasing the capa-

cities and facilities of those departments. Five new locomotives, two new passenger and sixty-one freight-cars have been added to the equipment. Twenty-nine freight, four passenger, and two express-cars are in course of erection at the company's shops, and nearly completed. A number of old passenger-cars have been reconstructed on an improved model in the shops of the company, and the Westinghouse atmospheric brake attached to all the passenger equipment. Ample depot grounds have been purchased in Newport. One hundred acres of land have been purchased near Newport for machine-shops, coal-yard, with elevator and stock-pens. Additional sidings have been laid, and permanent masonry and embankments have been substituted for trestle-work on the Cincinnati line.

The floating debt of the company has been essentially reduced by the sale of second mortgage bonds at materially advanced rates. The improved condition and prospects of the company have so enhanced the credit of and demand for its securities, that much of the floating debt for which bonds were hypothecated has been paid in advance of maturity.

The earnings compared with the previous year show an increase of \$43,847 62, or 4.23 per cent. notwithstanding the reduction in rates over the preceding year.

The operating expenses have increased \$61,732 17, or 8.34 per cent., which is due to the increase in traffic mileage of 10.70 per cent. over that of last year, the enhanced cost of fuel for locomotives, removal of temporary trestling, payments on account of accidents, etc., and the purchase of lease and fitting up new general ticket-office.

The cost per mile of the operating expenses has been reduced 1.33 cents per mile run over the previous year. It is more than probable the roads might have been operated with less train mileage and without a loss of business corresponding to the expenses saved; but the policy of operation, in which I fully concurred, has been to run a sufficient number of trains to meet all the connections at either end of the line, in order to build up and establish more promptly the great through business we are bound to command whenever there is business to be done. If the liberal scale of operation has failed to prove more remunerative than a more economic scale would, it has only been because the season has been extremely dull, with a less amount of travel and freight traffic to and from the South than has been known during any year since the war. Our roads have certainly done a very largely increased proportion of the business offered. The encouraging feature of our exhibit is that we are able to show an aggregate increase of nearly five per cent. in gross earnings, while all the roads around us, as far as I have been able to obtain information, have to accept a falling off.

Since the close of the fiscal year the months of July and August inaugurate the ensuing year with a handsome increase in both freight and passengers, giving further assurance of a sure and steady advance to a large and profitable business. The completion of the Lexington and Big Sandy Railroad to Mount Sterling, now being operated by this company, is giving a very considerable increase of traffic to the Lexington line, which will tell handsomely on the net results of another year, as the increased earnings it will afford occasions a very trifling increase of expenditures on the old line. It serves also to demonstrate the vast benefits which must be derived to this company and to the commerce of this city from the further extension and completion of that line through to a connection with the Chesapeake and Ohio at the Big Sandy or at Huntington.

We were compelled to submit to a still further postponement of the opening of the Cincinnati-Newport bridge than even the latest period promised you in my last annual report, and have only enjoyed the benefit of crossing it to immediate connections with northern roads in Cincinnati since the first day of April—only three months the river has maintained a fine navigable stage, with a sharp and active competition for freight by

water-carriage at very low rates; notwithstanding which our freight traffic has been very largely increased.

Our connections of the Short-line are now fully completed at either end, the condition of our roadbeds steadily and vastly improved, the finances of the company in safe and easy condition, and we have reached a condition of readiness to begin to make money. That we shall be able to do so is as certain as that there shall be any people travelling or freights to carry.

Our next great object is to do what we can to put the Lexington line in the best possible condition for the great through traffic it will soon be called upon to perform. In order to do that we have about completed the purchase of the Shelby Railroad, and shall proceed at once with the work of extension beyond Shelbyville to make a shorter line to Lexington. The precise route of the cut-off has not been determined; but by either one of two routes already surveyed the distance between Louisville and Frankfort will be reduced thirteen and a half miles, with a material reduction also in grades and curvatures. When these connections shall be completed, and both the roads of this company become indispensable links in the two shortest and best lines north and east, the very large profits of their operation can not be doubted.

The receipts from all sources and payments during the year were as follows:

**RECEIPTS.**

Transportation earnings.....	\$1,038,273 25
Sale of 77 Cincinnati Branch bonds.....	77,000 00
Sale of 859 L. C. & L. R. R. Co. bonds.....	359,000 00
Sale of 20,000 shares common stock.....	506,159 88
Chesapeake & Ohio R. R. loan acc't..	100,000 00
Decrease in cash on hand.....	100,493 63
Accounts for labor and material unpaid.....	52,483 02
	\$2,242,409 78

**PAYMENTS.**

Operating expenses.....	\$802,473 85
Construction and equipment.....	466,215 58
Bills payable.....	423,823 90
Louisville and Frankfort R. R. Co. bonds matured.....	28,000 00
Change of gauge.....	78,172 46
Interest on this company's bonds...	256,238 80
Interest on Louisville Railway Transfer Co. bonds.....	15,004 63
Dividends on stock.....	77,237 87
Interest on floating debt.....	73,391 56
Increase in supplies on hand.....	21,852 13
	\$2,242,409 78

The company have 31 locomotives, 9 twelve-wheel and 10 eight-wheel passenger cars, 6 baggage, 6 express, 71 house freight, 137 house stock, 116 platform, 8 caboose, 1 pay, 1 wrecking, 6 boarding, 68 hand, 40 truck, and 23 road cars. Number of miles run by locomotives with passenger trains, 449,183; with freight trains, 292,809; distributing trains, 52,959; Louisville connection, 22,820; other roads, 18,721—total, 835,992; of which, 641,670 miles were run by coal burners at a cost per mile for fuel of 12.58 cents and for repairs 2.63 cents; and 194,322 miles by wood burners, at a cost per mile for fuel of 12.05 cents, and for repairs 3.78 cents. Av. cost per mile for fuel, 12.48 cents; and for repairs, 2.90 cents. Total cost per mile run, 25.81 cents. Total mileage of cars, 4,613,965. Number of passengers carried, 442,233; total mileage of passengers, 15,276,176. Av. number of miles traveled by each passenger, 34.54. Number of tons hauled 244,446; number of tons hauled one mile, 18,955,478; average distance each ton was hauled, 77.95 miles. Earnings per total revenue mile, 161.16 cents; ex-



penses, do., 125.02 cents—net earnings do. 36.74 cents. Earnings per total engine mile, 130.89 cents; expenses, do., 101.01 cents. Proportion of operating expenses to earnings, 77.29 per cent.

## GENERAL ACCOUNT, June 30, 1872.

Cost of road and equipment.....	\$7,684,998 17
Sundry assets:	
Stock in Turnpike Co..	\$5,000 00
Stock in Louisville Fair	
Ground Association..	5,000 00
Real estate.....	62,290 10
Stock of supplies on hand	151,528 90
Cash on hand.....	78,938 35
	302,757 35
Balance to debit of income account	444,414 49

	\$8,432,170 01
Funded debt and capital stock:	
Lou. & Frank. R.R. Co. 6 p. ct. bonds	\$54,000 00
Lou. & Frank. R. R. Co. 6 per cent.	
bonds, due in 1874.....	25,000 00
City of Louisville 6 per cent. bonds,	
due in 1881.....	100,000 00
Cincinnati Branch 7 per cent. bonds,	
due in 1897.....	3,000,000 00
L. C. and L. R. R. Co. 8 per cent.	
bonds, due in 1900.....	1,000,000 00
	\$4,179,000 00

State of Kentucky Perpetual Loan,	
at 6 per cent.....	74,519 50
Nine per cent. preferred stock.....	1,500,000 00
Common stock.....	2,623,482 82
	\$8,377,002 32

Less unsold:	
L. C. & L. R. R. Co. 8 per cent.	
bonds.....	\$296,000 00
Nine p. ct. preferred st'k	649,000 00
	945,000 00
	\$7,432,002 32

Bills payable:	
Loans, etc.....	600,969 54
Unpaid accounts:	
Accounts for labor and	
material.....	\$222,405 96
Interest coupons.....	112,371 15
Dividends on stock.....	48,737 60
Due other roads on ticket	
sales.....	19,591 26
Chesapeake and Ohio R.	
R. loan account.....	100,000 00
Due sundry parties.....	37,091 94
	\$540,197 91

Less due us from:	
Post Office De-	
partment ..	\$5,734 38
Bills receivable	2,300 08
Station agents,	
foreign of-	
fices, etc....	39,177 40
Paymaster.....	50,423 97
Sundry parti's.	43,263 93
	140,999 76
	399,198 15
	\$8,432,170 01

President.—NORVIN GREEN.

Vice President.—JOSHUA F. SPEED.

Directors.—By the stockholders: Joshua F. Speed, J. Guthrie Coke, J. W. Kalfus, J. M. Monahan, J. B. Wilder, R. Ferguson, E. D. Sayre, M. C. Johnson, Jas. O. Harrison, Henry Bell. By the State of Kentucky: Littleton Cooke, E. D. Standiford.

Chief Engineer.—I. M. ST. JOHN.

Superintendent.—J. E. GIMPERLING.

Secretary and Treasurer.—R. H. COURTNEY.

Auditor and Purch. Agent.—WILLIAM MAHL.

## Boston and Providence Railroad.

The annual meeting of stockholders of this company was held in Boston on the 20th inst. The report of the Board of Directors was read by J. H. Clifford, President, showing the gross earnings of the road for the past year to be \$1,716,399 42, and the net income, notwithstanding many extraordinary outlays, \$465,346 83—more than \$30,000 over last year's income.

The road has transported during the year 540,263 passengers, carried 203,168 tons of freight, and run 117 miles more than in the previous year. The company has erected depots at Pawtucket, Dodgeville, Boylston Station, Hyde Park and Heath street, Boston.

They have now in process of erection one at Camden street, Boston, Forest Hills and Attleboro, and are forwarding diligently the new principal passenger station in Boston. The Directors wish particularly to bear evidence to the fidelity of their employees in every department. Other proofs of the prosperity of the road are found in the report, which was received with satisfaction by the stockholders.

Mr. Clifford then spoke of the matter of the Stoughton Branch Railroad, the stock of which the Directors of the Providence Road had purchased, and it was voted that petitions be made to the Legislature for the merging of the two roads into one corporation.

Messrs. W. R. Lee, of Boston, and J. W. Smith, of Providence, were appointed a committee to sort and count votes for directors for the ensuing year. The committee reported the following as elected: Messrs. John H. Clifford, Geo. W. Hallett, T. P. I. Goddard, Wm. R. Robeson, Francis M. Weld, Joseph W. Balch, Henry A. Whitney. Forty-eight stockholders voted, representing 6,389 shares.

On motion of Mr. Isaac A. Anthony, the thanks of the stockholders were voted to the employees of the road for the faithful discharge of their duties.

Messrs. W. G. Russell, John A. Thomas and J. R. Smith were appointed an Auditing Committee for the ensuing year.

## Richmond, Fredericksburg and Potomac Railroad.

The annual meeting of the stockholders of this company was held in Richmond on the 20th inst. The report of the president, John M. Robinson, alludes to the opening of the all rail night line on the 18th of July, the arrangements being made with the Alexandria, Fredericksburg and Baltimore and Potomac Company's line, and the cars have been regularly run by this line between Weldon and Baltimore. The board determined to continue connection with the day steamboat line on the Potomac, the favorite route to the passenger, affording rest to the traveler after a tedious ride.

So far the company has experienced but little advantage from their connection with the railroad companies north of Quantico beyond what they enjoyed in connection with the Potomac steamers; but in the future, when the Baltimore and Potomac Railroad shall have been extended into and through the city of Baltimore, it is believed that freight may be conveyed by the all-rail line at such rates as will produce a large and valuable

freight business not only between Richmond and Baltimore, but also in connection with roads to the south of Richmond. Such trade, it is believed, must eventually be obtained.

The report of general superintendent E. S. D. Myers, gives an encouraging exhibit of the affairs of the company, the income for the past fiscal year being \$851,919 29, expenses \$205,909 45, showing a net increase on the earnings of the year previous of \$23,666 90. Mr. John M. Robinson was unanimously re-elected president. H. A. Claiborne, Charles S. Mills, Elisha Chauncey and W. B. Myers were elected directors on the part of the stockholders, and Mr. Andrew Johnson was announced as director on the part of the State. Messrs. C. F. M. Garnett, James Hunter, John M. Robinson, John R. Baylor and L. B. Anderson were re-appointed the committee of examination.

## The Ohio Coal Fields.

We give below, from the Cincinnati Gazette, the very able address of Prof. E. B. ANDREWS, State Geologist of Ohio, delivered before the Cincinnati Board of Trade on the 7th inst.:

Prof. Andrews first showed that Cincinnati, being a great city, should make articles of prime necessity free from any uncertainty or precariousness of supply. In the earlier days when the place was small, the abode of the first pioneers, the elements of precariousness mattered comparatively little; it rather gave zest to pioneer life. If the intervals between the capture of bear or turkey were somewhat long, the appetite was the keener and the relish greater when the supply came. The spring on the hillside drying up in summer gave way in time for wells, and in the growth of the place, wells gave way to water works, with certain and abundant supply. The surrounding forest afforded the first fuel, and as the forest receded wood was floated down the river, and when this became uncertain coal slowly made its way against many prejudices, hickory and maple being regarded by many as possessing in themselves all the caloric virtues.

But coal at last supplied all the wants, and this was brought by the river almost exclusively. But the river has elements of uncertainty, and now the city, in the magnitude of its wants, often suffers for the want of an adequate and continuous supply. Has, then, the city outgrown the Ohio river? If the question is change? it answers itself. Shall an article of cheap necessity—indeed, a prime factor in the well being and growth of the city, the demand for which is constant and increasingly vast—be subjected to a doubtful and precarious supply?

The Ohio river has served a noble purpose, and through its aid Cincinnati has grown steadily in population, in wealth, and business enterprises, and with this wealth has come regard to the requisitions of taste and culture, and now the city, with its almost unrivaled environs, ranks among the first and most beautiful in the land. In past years the river floated your commerce, and travelers came and went by it, and all gave it merited honor. It was for years the great thoroughfare over which the statesmen of the West passed to and from the National Capital, and business men to and from the Eastern marts. Down it immigrants, in constant throng, passed, to find homes here, or in the broad West beyond. But its day has passed, not for the beauty and picturesque-ness of its scenery, but for the prosaic purposes of traffic, and now Cincinnati must look elsewhere for the supply of one of her most urgent demands. Fortunately an ample supply of fuel is not far away, and I shall point out such of our coal fields lying East as are proximate to the city. But before the Professor takes an excursion with his audience, among the Eastern hills and valleys, he wishes to spend a moment on the subject of coal



itself—its origin and leading varieties, that we may make our excursion more intelligently.

(Here the Professor drew a geological section across the State, from Cincinnati eastward, and illustrated by a diagram.)

Coal is formed from vegetable tissues. The leaves, bark and vegetable tissues are visible in the coal itself.

Coal vegetation grew where now found, and was not a mass of vegetable detritus carried from the land and buried under the sea, as some think. Coal vegetation grew in marshes and on low islands skirting an ancient shore. Fishes and marine shells are found in coal, and accompanying slate. These marshes were sometimes flooded, and beachworn sticks carried into the marshes and are now lodged into the coal.

The marsh settled down and the vegetation was buried by sands and clay sediments, which now forms sandstones and shales. This subsidence was a regular and uniform thing until arrested, and the waters were silted up with sand and mud. A new marsh formed, making another seam of coal. Hence a beautiful parallelism between the seams of coal, for each represents a water line. The coal thus formed is of three kinds: highly bituminous and coking, splint and cannel. These pass into each other by almost imperceptible gradations.

Coking coal—formed from the vegetation which has before burial undergone the least change from decomposition. A tree or branch buried in impervious clay always makes bright resinous coal. Pittsburg and Youghiogony are of this general class. Good steam coal where it can be stoked. Not so pleasant for the grate as the dry burning coal. It is good for coke, and generally for gas.

Splint coal—Is formed from vegetation more changed, which has been more subjected to wetting and drying. It is generally laminated, and breaks into tabular blocks in fracture and dry burning. It is generally rich in carbon, and from its non-cementing nature is especially adapted to the blast furnace.

Cannel Coal.—In the ancient marshes there were areas where the water stood more or less, and there were accumulations of vegetable mud or muck, such as we find in bogs now. All vegetable structure is gone, and, when dry, such muck forms a dark and impalpable powder. Such muck beds, in the ancient marsh, when burned up and compressed, and bituminized, formed cannel coal, which shows no structure, seldom any lamination, and breaks with a conchoidal fracture. This coal, when free from impurities, makes a popular parlor grate coal, and gives to gas a high illuminating power.

Ash in Coal—Is derived from the ashes or inorganic matter in the original vegetation, and from the sediments which were brought into the old coal marshes. A coal from Jackson county gave .77 per cent. of ash. From this minimum it ranges to even 20 or 30 per cent., and, when excessive, destroys the value of the coal.

Sulphur in Coal—Is derived in part, from the original vegetation, but probably more from sulphates in ocean water, decomposed by the action of decomposing vegetable matter. Part of the sulphur is united with iron to form pyrites or bisulphide of iron; part is united with the bituminous matter and is volatilized in coking the coal, and part is found with the fixed carbon of the coke. A mere trifle is found in the ashes.

For iron making, in blast furnaces, the more sulphur passes off in the coking which takes place in the top of the furnace stack the better, since pure coke is chiefly needed. For gas making, it is just the opposite.

The Professor gave the following distances to coal fields.

#### CINCINNATI AND MUSKINGUM VALLEY RAILROAD.

Cincinnati to Lancaster, 125 miles; Cincinnati to New Lexington, 146 miles; do. to McLunay, 152 miles; New Lexington to Moxahala, 5 miles; to Sunday Creek, 10 miles; Cincinnati to Sunday Creek, 156 miles; Cincinnati to Wolf Station about 141 miles; Wolf Station to Shawnee, 12

miles (estimate); Lancaster to Straitsville field, by a proposed direct road, 17 to 20 miles; Lancaster to Straitsville, Columbus and Hocking Valley railroad, 31 miles; Lancaster to Haydenville, 25 miles; Lancaster to Nelsonville, 30 miles; Cincinnati to Nelsonville, via Columbus and Hocking Valley railroad, 155 miles; Cincinnati to Straitsville, via Columbus and Hocking Valley railroad, 156 miles.

The coal by the Cincinnati and Muskingum Valley railroad would find dumpage from the bridge alone, and will naturally supply the southern part of the city.

#### MARIETTA AND CINCINNATI RAILROAD.

Cincinnati to Byers' Station, about 120 miles; from Byers' to Pigeon Creek, by branch to be built, 3 to 5 miles. Cincinnati to Hamden, 129 miles; Hamden to Jackson, 12 miles; total, 141 miles. Cincinnati to Zaleski, 140 miles; Cincinnati to Mineral City, 150 miles; King's Switch and Mooresville between Zaleski and Mineral City; Cincinnati to Carbondale, 155 miles; Cincinnati to Athens, 160 miles; Nelsonville, via Marietta and Cincinnati railroad, 174 miles; Cincinnati to Big Run and Federal Creek, 174 miles. Coal by the Marietta and Cincinnati railroad would supply the north part of city.

#### OHIO RIVER.

Cincinnati to Big Sandy, 158 miles, Cincinnati to Pittsburg, 466 miles; Cincinnati to Pomeroy, 230 miles; Ohio river to Peach Orchard coal, Big Sandy, 42 miles; Ohio river to Warfield, 53 miles; Ohio river to Twelve Pole, by rail, 24 miles; Ohio river to Guyandotte coal field, 32 miles; Ohio river to Coal river coal field, by water, 72 miles, by rail a little less; Ohio river to Coalburg, Kanawha, by water, 70 miles, by rail, 69 miles.

The speaker passed up the Cincinnati and Muskingum Valley railroad to Lancaster, and thence to the great Perry county and Hocking valley coal fields by various routes.

Continuing to New Lexington and McLunay Station, we find coal in the hills bordering the railroad. It is of good quality and popular where used. Ten miles south of New Lexington, by a railroad now in progress, the great Sunday Creek coal seam is reached the maximum development of coal in the State being thirteen feet lacking two inches of pure coal. The quality is very superior, and has great adaption to all the higher uses. In another year this coal will be reached, and can be mined and shipped to great advantage. Excellent coal is found in the Moxahala valley, south of New Lexington. At the junction, about six miles west of New Lexington, the Newark and Straitsville crosses the Cincinnati and Muskingum Valley railroad, and reaching Shawnee City in the immediate neighborhood of Straitsville, where very excellent coal is found in great abundance.

A road is projected from Lancaster to the Straitsville region, which will reach the coalfield in seventeen miles.

By using the Hocking Valley road, all the vast treasures of the Hocking Valley and Straitsville region are made accessible. This is a coal of the finest quality, and it is authenticating itself for all important uses, over a vast district which it is now supplying. The business in this region is becoming very extensive and profitable.

#### MARIETTA AND CINCINNATI RAILROAD.

A branch from Byers Station up Pigeon creek reaches in three to five miles, the Sells coal, the equivalent of the Anthony seam. This is one of the best and purest coals in the State.

Hill coal and shaft coal are found nearer Jackson—all superior coals. A branch to the Elk Fork coal (Wolff's), north of McArthur. This is a very excellent coal, and perhaps the equivalent of the Briar Hill and Jackson shaft.

At Zaleski, King's Switch, Moonville, Carbondale, are coals of varying values, but generally good, and popular where used. From Carbondale, a road three to five miles would strike the Nelsonville region, or Floodwood, or Meeker's run, where the coal is from six to eight feet. Hocking Valley coal may now be brought to Athens, thence

by the Marietta and Cincinnati railroad, east of Athens, on Federal creek and branches, the equivalent of the Pomeroy seam in Ames, Browne, Homer, Marion, and —townships. This is a good coal for all uses except gas making and the blast furnace. It makes a good coal for steam purposes and for the grate where a coking coal is desired.

#### SYMME'S CREEK ROUTE.

Distances furnished by Colonel Trimble.—Cincinnati (Miami Depot) to Works Mines, 5 miles west of Jackson, 106 miles; Cincinnati to Jackson Court House 111 miles; Cincinnati to Symmes Creek seam of coal, Greenfield township, 120 miles; Cincinnati to Waterloo, Walnut township, 131 miles; Waterloo to Ohio River, 23 miles.

#### COAL IN JACKSON COUNTY.

Shaft coal at Jackson—Very pure and excellent; used for making iron in blast furnace; resembles the Briar Hill block coal, but less blocky, probably the geological equivalent of the Briar Hill seam.

Anthony coal, one of the purest and best coals of the State, extends through the hills to the north for a considerable distance; seen on Buffalo Skull Creek and Pigeon Creek, etc.

Hill Coal.—Another very pure coal, and would make a very popular fuel. It has little sulphur and little ash.

Over the ridge on Symmes Creek is the Sheridan Coal, which is thicker, and found to be very full and good. This coal ranges through Walnut, Greenfield, and, perhaps, other townships in Gallia county.

There are four other coal seams on this railroad line—one 75 feet below ferriferous limestone; one just under the limestone, and one 20 feet above, and one 50 feet above the Symmes Creek seam.

By a branch south of Jackson the Webster Furnace block coal could be reached. This is the geological equivalent of the Briar Hill coal; the coal is very superior.

There is, on the aggregate, a vast supply of coal on this route.

By the Ohio valley the coal fields are reached in about one hundred and twenty five miles.

On the Little Scioto, near Webster furnace, the coal is very fine, and in places typical block coal, but this coal is needed at home for smelting the ore of this region. It is, however, within reach of the Ohio river over the Portsmouth branch of the Marietta and Cincinnati railroad.

In the vicinity of Hanging Rock and Ironton the principal coal is the Newcastle vein, twenty feet above the ferriferous limestone. This coal is used successfully for general purposes, but is not well adapted for blast furnaces.

The Sheridan coal, now mined and shipped on the Ohio side, about six miles above Ironton, is an excellent coal for steam purposes, and for most other uses. It is a widely spread seam, extending back into Symmes Creek. The Symmes Creek coal ranges from four to six feet; is a good coal, with a large per cent. of fixed carbon. This coal is accessible to the Ohio valley by the valley of Symmes Creek.

The distance from the river to the best of these coals is about twenty-three miles. This deposit is quite extensive, and is well developed and very pure throughout several townships. Following up the river, the next important seam is that of Pomeroy and vicinity, which is well known in Cincinnati. The range of this coal is extensive and the supply abundant, and is very accessible, the river curvature affording a large frontage for mining.

The coal fields on Duck Creek, above Marietta, are now rendered accessible by the Marietta and Pittsburg railroad. These veins have a thickness of from five to six feet. The coal is highly valued for steam purposes, and is used in the puddling furnaces at the Marietta Iron Works, and is now in general use at Marietta, taking the place of the up-river coals.

On the south side of the Ohio, the Coalton coal



seam is worked on the railroad, twelve miles south of Ashland. This is a valuable coal for furnace use, for which reason it is not shipped by its owners to the general market.

The Peach Orchard district, forty-two miles up the Big Sandy, contains very fine deposits of coal, which at one time won a high reputation in this city; but the mines had to be abandoned during the war.

On Twelve Pole creek, twenty-four miles from the Ohio river, is also a valuable boring of coal, generally a splint, but running into cannel in places; the heaviest good cannel the lecturer had ever examined.

The Guyandotte coal, thirty-two miles back from the river, is, doubtless, the same as that on Twelve Pole. This is reported to be of fine quality, and from six to seven feet thick. The Coal river basin extends further up, and embraces, with the Kanawha coals, an extensive field and the coal is highly spoken of.

All these several coal deposits, affording an inexhaustible supply of every class of coal, are in easy reach of a line of railroad along the Ohio river directly, or by branch roads, extending a short distance up the valleys of these lateral streams.

#### GENERAL CONCLUSION.

I fear I have confused your minds by the large number of locations of excellent coal to be found within reasonable distance of Cincinnati. There is one very manifest inference from these facts—viz: that Cincinnati should not go to Western Pennsylvania for coal. As it now is, you go 300 miles further than you need go, and that 300 miles the worst part of the Ohio river, through which the coal boats must run the gauntlet of low water, sand bars, bridge abutments, &c. Fewer runs can be made on the same rise of river, so much more time being consumed on the way. Furthermore, of the millions of dollars sent to Pennsylvania for coal, not a dollar comes back to you in the reflex current of trade. This vast sum is not only lost to you, but goes largely to enrich Pittsburg, a rival city. Fortunately, adequate supplies are at hand.

During the address, while the Professor was speaking of the line of the Cincinnati and Muskingum Valley railroad, a gentleman inquired:

"What grades are to be overcome in getting coal to Cincinnati from that district—about the maximum?"

Professor Andrews—I have not the exact grades, but they are not very serious until you get on the ridge between Lancaster and Circleville. Between the waters of the Hocking and the waters of the Scioto there is but one place where, for heavy freight trains, an extra engine would be needed.

Q.—How many feet to the mile is the grade? Prof. A.—I do not know positively, but I understand it is about 64 feet. The difficulty there could be obviated by using an extra engine.

Q.—How many cars loaded with coal can be taken over that road with one engine?

Prof. A.—With the exception of that one place, I have been told they can take twenty-eight, of 300 bushels each. That is about the average size of the trains on the Hocking Valley road—not where it is taken out of the ridge, but where they make up their trains.

Q.—How long is that grade?

Prof. A.—It is not long. It is the first rise west of Lancaster, and of course it is the up grade coming this way, to the summit. I am told it is nothing serious. Whether it can be remedied by some new engineering, I do not know.

Q.—What is the relative value of Ohio and Kentucky coals, of which you have spoken, and the Pittsburg coal?

Prof. A.—It is very difficult to speak of their relative values. The Pittsburg coal is the standard of that class of coking coal. For household use, and for the generation of steam, the other coals are preferred by many people. I have burned the Pittsburg and other coals, and my preferences are for the dry burning coals of the Hocking Valley. They are much cleaner, and

have less ash. The chief heating quality of coal lies in the carbon. The difference in the amount of gas between the Straitsville coal and the Pittsburg coal is not much. There is a little excess of gas in the Pittsburg coal, but in Columbus, Lancaster, and other places where Straitsville coal is easily obtained, that coal has driven out the Youghiogheny coal. One of the reasons is that the Straitsville coal makes gas of a superior quality.

By photometric test, the Youghiogheny coal produces a gas which averages fourteen candles, while, by the same test, Straitsville averages eighteen candles. I have never in my life found so beautiful and satisfactory a light for my evenings' work as I get in Lancaster, where they use Straitsville coal. If your gas companies could get it as cheap as the other coals I have no doubt they would use it.

Q.—Are there any uses to which the Youghiogheny coal is applied, for which the coal you have been speaking of cannot be applied?

Prof. A.—With the single exception of making hard coke, I do not know of any. The best cokes are made of coals which melt, become porous, and swell up. When they harden, they harden like a cinder, and that makes the most valuable and compact coke.

Q.—I understand the most valuable uses of the Youghiogheny coal are for making steam and blacksmithing?

Prof. A.—I find all over the country that the blacksmiths have very different ideas about coal, but they generally prefer a bituminous or coking coal. They want what they call a "hol low" fire, which is better attained by a coking coal. As to the relative values for the generation of steam, I cannot say. A gentleman in Columbus is testing coals with reference to that subject. If I can get him to test a sample of Youghiogheny coal for me, I will know the relative values of coals for that purpose. I do not disparage the Youghiogheny coal, because it is a valuable coal of its class; but the class is not what I should prefer for general use. The Straitsville coal, I judge, would be very valuable for domestic use.

Q.—What is the probable supply of that Straitsville coal?

Prof. A.—It is indefinite. It runs through several counties, and in its maximum development, it has a development of 13 feet for miles and miles.

Two years ago I was called to address the State Board of Equalization, to state what value coal gave to land, and I was obliged to state that, in some districts, they had so much coal that the consumption of the large part of it would have to be adjourned for more than two hundred, and from that to a thousand years; and that the coal to be mined two hundred years from now had no present effect on the taxable value of the land. I have no fear that it will be exhausted for a long time to come.

Q.—What is the relative value in carbon of the Straitsville and Youghiogheny coal?

Prof. A.—I think the Straitsville coal has two or three per cent. more carbon.

Q.—Do you consider the Scioto coal at the Webster Furnace of any better quality than the Ashland coal? [in Kentucky.]

Prof. A.—I should say the coal at Webster Furnace would take rank with the other coals in that vicinity, but it has not been very extensively opened.

Q.—Isn't it a stronger coal than the others?

Prof. A.—I should think it would be stronger in heating power—that is, has more fixed carbon—than the Ashland coal.

In conclusion, Professor Andrews said:

"The coal fields I have mentioned are so extensive, and of such quality, that in five years it should drive out of your market all of the Pennsylvania coal."

A vote of thanks was tendered to the Professor, and the meeting adjourned.

The Midland (Ca.) Railway is now completed to Atherly, within three miles of Orillia.

#### Finances of Boston.

From the annual report of the City Auditor, for the year 1871-72, we gather the following interesting statistics:

Funded city debt.....	\$20,799,766 80
Unfunded city debt .....	197,857 91
Water loans.....	6,812,711 11
Roxbury debt.....	634,700 00
Dorchester debt.....	183,500 00

\$28,628,535 82

The classification of this debt, funded and unfunded, April 30, 1872, is as follows:

City debt, proper.....	\$16,292,885 08
Water debt.....	9,602,950 74
War loans.....	1,914,500 00
Roxbury debt.....	634,700 00
Dorchester debt.....	183,500 00

\$28,628,535 82

During the year ending April 30, 1872, the debt was increased by the sum of \$745,899 69.

The consolidated debt has increased each decade as follows, since 1824:

1824 .....	\$100,000 00
1830 .....	891,930 75
1840 .....	1,698,232 56
1850 .....	6,195,144 35
1860 .....	8,491,599 77
1870 .....	18,687,350 91
1872 .....	28,628,535 82

#### THE POPULATION, VALUATION, AND RATE OF TAXATION.

Year.	Population.	Valuation.	Rate.
1825.....	58,277	\$52,442,600	7.00
1830.....	61,392	59,856,000	8.10
1835.....	78,603	79,302,600	9.70
1840.....	93,383	94,581,000	11.00
1845.....	114,366	135,948,700	5.70
1850.....	138,788	180,000,500	6.80
1855.....	161,429	241,932,200	7.70
1860.....	177,902	276,861,000	9.30
1865.....	192,324	371,892,775	15.80
1870.....	250,526	584,289,400	15.30
1871.....	.....	612,663,550	13.10

Of the valuation in 1871 the property was classified as follows:

Real .....	\$395,214,950
Personal.....	217,448,600

#### Canal Towsages.

A new and novel invention for steam towage on the canals, in competition for the \$100,000 prize made its appearance in our city this morning, and will make its first trip on the Erie Canal between this city and Schenectady on Friday of this week. The new invention comprises a boiler and engine, six-horse power, the former being on the boat, and the engine on the tow-path furnishing the propelling power. The latter is placed on a truck of three strong wheels, two in front and one in rear for directing the course of the machine, which is eight feet long three feet wide and three feet in height, having a capacity for using three hundred and fifty pounds of coal in twenty-four hours and weighing only eight hundred pounds. The machine also carries a tank for ballast purposes, which will contain an aggregate of 2,000 pounds of water. The engine is connected with the boiler on the boat and is supplied with steam by means of a gutta percha or india rubber tube or pipe, and the connection is further strengthened by auxiliary lines. The cylinder of the engine is four by six inches. The inventor is Mr. J. P. Tice of New York, and he is very sanguine of the success of his invention.—*Albany Journal*, Nov. 20.

The Rensselaer and Saratoga Railroad, during the year ending Oct. 1st, transported 557,000 tons of freight; amount carried one mile 29,451,800. The number of passengers carried for the same time was 664,000, number carried one mile 17,241,410.



## RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	61,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,781	1,470,688
1868.....	46,463	86,937	81,398	96,481	106,835	164,729	259,590	261,832	282,770	296,422	286,652	342,743	2,300,767
1869.....	212,604	218,982	291,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	585,369	467,669	5,670,882
1870.....	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	588,692	7,965,116
1871.....	536,499	485,490	614,444	720,929	892,841	795,175	869,297	1,006,373	995,922	991,006	897,234	672,358	9,467,072
1872.....	634,480	545,487	868,050	961,200	1,221,625	1,222,140	1,175,295	1,283,297	1,332,220	1,375,425	.....	.....	.....
Chicago and Alton:													
1866.....	280,503	275,283	299,068	258,490	322,275	355,270	385,995	409,251	401,283	357,956	307,919	286,824	3,840,092
1867.....	228,163	222,241	290,111	269,249	329,551	371,544	321,597	387,209	322,638	360,228	323,030	271,247	3,695,153
1868.....	343,787	157,832	235,961	282,166	335,510	342,858	354,244	416,982	408,999	426,752	359,102	330,186	3,892,861
1869.....	276,117	275,140	267,064	279,121	303,342	384,504	404,012	558,101	486,196	503,748	409,569	361,701	4,608,648
1870.....	348,182	315,099	358,727	328,390	345,533	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,568
1871.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	608,681	497,519	475,608	441,197	404,294	4,849,405
1872.....	382,285	342,369	384,999	388,964	461,290	468,097	683,565	634,163	507,617	473,227	455,007	377,687	5,776,910
Chicago and Northwestern:													
1868.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1869.....	273,876	317,839	390,355	421,363	466,880	565,145	480,710	519,306	609,605	729,759	716,378	663,400	6,114,566
1870.....	541,006	482,164	499,296	468,368	686,622	747,942	702,691	767,508	946,707	932,683	754,671	647,442	7,976,490
1871.....	628,566	599,917	623,545	627,619	858,948	925,983	808,524	797,476	1,000,086	1,200,216	1,010,892	712,359	9,209,430
1872.....	696,147	674,664	765,398	774,280	895,712	893,658	888,214	1,083,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,590	807,478	850,192	1,094,597	1,211,150	1,180,938	1,076,674	1,251,940	1,507,479	1,570,067	1,107,054	1,001,087	13,384,471
1869.....	892,063	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,750	1,140,145		



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending.	Length track equity, single.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid Capital.	Par.	Paid.	Market.	
Sept. 30, '71	7.25	102	16	Albany (N.Y.)	157,500	111,400	40,000		63,640	16,449	10	100	100		
Sept. 30, '71	7.04			Albany st. Freight (B'ton). Mass.	48,709	75,000		155	2,856	657	10	100	100		
Oct. 31, '71	7.25	12		Allentown (Pa.)	31,452	192,750			10,801	2,985	10	100	100		
Sept. 30, '71	11.53			Avenue C (N.Y. City) N.Y.	613,286	500,000	681,000	163,841	161,424	11,753	10	100	100		
Sept. 30, '71	22.00	440	55	Bleeker st. & P.F. (N.Y.C.) N.Y.	1,775,049	900,000	694,000	11,282	802,393	69,480	10	100	100		
Sept. 30, '71	4.63			Boston and Chelsea. Mass.	110,000	110,000			8,800	7,359	6.8	100	100		
Sept. 30, '71	1.25			Boston & West Roxbury. Mass.	56,133	41,000			2,500	2,348	10	100	100		
Sept. 30, '71	10.76	276	62	Broadway (Brooklyn). N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100		
Sept. 30, '71	10.33	776	109	B'way & 7th Av. (N.Y.C.) N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100		
Sept. 30, '71	7.00		28	Brooklyn, Bath & Coney I. N.Y.	212,379	180,000	80,000		41,166	8,601	10	100	100		
Sept. 30, '71	72.00	1479	297	Brooklyn City. N.Y.	2,082,804	1,500,000	300,000	128,000	1,330,241	293,274	12	100	100		
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown. N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	10	100	100		
Sept. 30, '71	19.23			B'klyn. City, Hun. P. & P.P. N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	10	100	100		
Sept. 30, '71	15.21	201	69	Buffalo street. N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	10	100	100		
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn). N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	10	100	100		
Sept. 30, '71	33.51			Cambridge (Boston). Mass.	740,904	740,000	150,000		69,091	69,091	13.5	100	100	100	
Sept. 30, '71	1.74	20	4	Central City (Syracuse). N.Y.	29,006	21,130	6,000		19,524	7,475	20	100	100		
Sept. 30, '71	46.00	802	142	Cent. P. & N.E. (N.Y.C.) N.Y.	1,629,175	1,068,400	628,000	83,746	590,245	13,153	10	100	100		
Oct. 31, '71	7.25	352	45	Citizens' (Phila.). Pa.	212,820	192,750			343,002	94,494	27.7	50	194		
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg). Pa.	249,895	184,000	50,000	7,000	107,771	60,987	22.0	50	46		
Sept. 30, '71	14.83	222	21	Coney Island (Brooklyn). N.Y.	647,363	500,000	215,000	49,593	100,178	14,697	10	100	100		
Sept. 30, '71	10.33	634	116	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	937,943	1,200,000	700,000		698,241	179,551	10	100	100		
Sept. 30, '71	11.75	31	16	East New York & Jamaica. N.Y.	259,668	175,800	82,700	1,632	26,554	5,440	10	100	100		
Oct. 31, '71	1.63	13	3	Easton and S. Easton. Pa.	25,962	29,562			9,757	2,655	5	25	25		
Sept. 30, '71	18.00	877	169	Eighth Avenue (N.Y. City) N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100		
Oct. 31, '71	5.25			Elmhurst and Horseheads. N.Y.	43,000	22,500		3,200	(Not in opera.)		100	100			
Oct. 31, '71	2.20	20	8	Erie City. Pa.	36,957	19,807	20,458		14,371	3,268	50	42			
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Phg.). Pa.	93,000	63,000	25,000		41,167	7,604	25	25			
Sept. 30, '71	2.70			Fifth Ward (Syracuse). N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	100	100			
Sept. 30, '71	9.03			4											



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. ....	100	J. & J.	July '72 34	Little Miami. ....	50	J. A. J. O.	Oct. '72 2	Warren (N. J.) ....	100	J. & D.	Dec. '71 34
Allegheny Valley ....	50	J. & J.	July '71 4	Little Schuylkill. ....	50	J. & J.	July '72 34	Warwick Valley ....	100	A. & O.	Apr. '72 24
Atlanta and West Point. ....	100	J. & J.	July '71 4	Long Island. ....	50	M. & S.	Sept. '71 3	West Jersey. ....	100	F. & A.	Aug. '72 4
Atlantic and Gulf. ....	100	J. & J.	July '71 34	Louisv., Cin. and Lex. ....	50	J. & J.	July '69 3	Winchester & Potomac. ....	100	J. & J.	July '72 3
Atlantic and St. Law. ....	100	J. & J.	July '71 34	Louisville & Nashville. ....	100	F. & A.	Aug. '72 4	Winchester & Strasburg. ....	100	J. & J.	July '72 34
Avon, Genesee & Mt. M. ....	100	A. & O.	Oct. '72 14	Louisv., N. Alb. & Chi. ....	100	J. & D.	Dec. '70 3	Worcester and Nashua. ....	75	J. & J.	July '72 34
Baltimore and Ohio. ....	100	M. & N.	Nov. '72 5	Lowell and Lawrence. ....	100	A. & O.	Oct. '72 3	HORSE-POWER R. R.			
Washington Br. ....	100	A. & O.	Oct. '72 5	Lykens Valley. ....	20	F. M. A. N.	Aug. '72 24	Albany City. ....	100	— & —	—
Parkersburg Br. pref. ....	100	J. A. J. O.	Oct. '72 0	Macon and Western. ....	100	J. & D.	Dec. '71 5	Baltimore City. ....	100	F. & A.	Aug. '72 1
Berkshire. ....	100	J. & J.	July '71 3	Maine Central. ....	100	M. & N.	Nov. '72 5	Bleeker St. & Fy. (N.Y.) ....	100	— & —	—
Blossburg & Corning. ....	50	J. & D.	June '72 34	Manchester and Law. ....	100	M. & N.	Nov. '72 5	Boston and Chelsea. ....	100	A. & O.	Oct. '72 4
Boston and Albany. ....	100	M. & N.	Nov. '72 5	Marietta & Cincinnati. ....	50	— & —	—	Broadway (Brooklyn). ....	100	J. A. J. O.	July '72 3
Bos. Cin. & Fitchburg. ....	100	J. & J.	July '71 3	Massachusetts. ....	100	M. & S.	Sept. '66 34	Broadw. & 7th Av. (N.Y.) ....	100	J. & D.	Jan. '70
Agricultural Br. guar. ....	100	J. & J.	July '71 3	Memphis & Charleston. ....	25	F. & A.	Aug. '72 3	Brooklyn City. ....	100	F. M. A. N.	Nov. '71 3
Bost. Conn. & Mont. ....	100	M. & N.	Nov. '72 3	Michigan Central. ....	100	J. & J.	Jan. '69 3	Brooklyn City & Newt. ....	100	J. & J.	July '70
Boston and Lowell. ....	100	J. & J.	July '72 4	Mill Creek & Minehill. ....	50	J. & J.	July '72 5	Brooklyn and Jamaica. ....	100	J. & J.	—
Boston and Maine. ....	100	M. & N.	Nov. '72 5	Millwaukee & St. Paul. ....	100	J. & J.	Dec. '70 7	Bushwick (Brooklyn). ....	100	J. & J.	July '71 34
Boston and Providence. ....	100	M. & N.	Nov. '72 5	M. Hill & Schuyl. Hav. ....	50	F. & A.	Aug. '72 34	Cambridge (Brooklyn). ....	100	A. & O.	Oct. '72 34
Buffalo, N. Y. and Erie. ....	100	J. & D.	June '72 34	Morris and Essex. ....	50	J. & J.	July '72 34	Can. Park, N. & E. Riv. ....	100	A. & O.	Oct. '67 24
Burlington and Mo. Riv. ....	100	J. & J.	July '72 4	Nausha and Lowell. ....	100	J. & D.	June '72 34	Citizens' (Phil.). ....	50	J. & J.	July '72 1
Camden and Amboy. ....	100	J. A. J. O.	Oct. '72 24	Neaughton. ....	100	M. & N.	Nov. '72 5	Citizens' (Pbg.). ....	50	M. & N.	Nov. '71 7
Camden and Atlantic. ....	50	— & —	—	New England Valley. ....	50	F. & A.	Feb. '71 5	Coney Island & Brookl. ....	100	— & —	—
Cape Cod. ....	50	J. & J.	Jan. '72 24	New London Northern. ....	100	M. & S.	Sept. '72 5	D. Dock, E. B'dw. & Bat. ....	100	F. M. A. N.	Oct. '71 3
Cape May and Millville. ....	50	J. & D.	June '72 3	N. Y. Cen. & Hudson R. ....	100	J. & J.	Jan. '72 4	Eighth Avenue (N.Y.). ....	100	J. A. J. O.	Oct. '71 3
Catawissa & Fogelsv. ....	50	— & —	—	N. Y. Cen. & Hudson R. ....	100	A. & O.	Oct. '72 4	Elizabeth and Newark. ....	100	— & —	—
Catawissa. ....	50	— & —	—	N. Y. Cen. & Hudson R. ....	100	A. & O.	Oct. '72 4	42nd St. & G. St. Ferry. ....	100	M. & N.	Nov. '71 5
Cayuga and Susq. ....	50	M. & N.	May '72 34	New York and Harlem. ....	100	J. & J.	July '72 4	Frankf. & Southw. (Ph.) ....	50	J. & J.	July '72 4
Cedar Rapids & Mo. R. ....	100	M. & N.	Nov. '72 14	N. Y. Provid. & Boston. ....	100	J. A. J. O.	Oct. '72 24	Germantown (Ph.) ....	100	J. & J.	July '72 3
Catawissa. ....	50	— & —	—	Nisg. Bridge & Conant. ....	100	J. & J.	July '72 3	Girard College (Ph.) ....	50	J. & J.	July '71 3
Central of Georgia. ....	100	J. & D.	June '72 5	North Carolina. ....	100	— & —	—	Grand St. and Newton. ....	100	J. & J.	July '71 3
Central of New Jersey. ....	100	J. A. J. O.	Oct. '72 24	N. Eastern (N. O.) pref. ....	100	M. & N.	May '67 4	Green & Coates St. (Ph.) ....	50	J. & J.	July '71 2
Central Ohio. ....	50	J. & D.	June '72 3	North Pennsylvania. ....	100	M. & N.	Jan. '72 5	Heston, Mantau & Fairm. ....	50	J. & J.	July '72 4
Chemung. ....	100	J. A. J. O.	Oct. '72 14	Northern Central. ....	100	M. & N.	Nov. '72 3	Lomb. & South St. (Ph.) ....	25	A. & O.	Oct. '71 6
Cheshire, preferred. ....	100	J. & J.	July '72 2	Northern New Hampshire. ....	100	J. & J.	Dec. '72 3	Lynn and Boston. ....	100	— & —	—
Chicago and Alton. ....	100	M. & S.	Sept. '72 5	Norwich and Worcester. ....	100	J. & J.	July '72 5	Malden and Melrose. ....	100	J. & J.	July '72 5
Chicago, Burl. & Quincy. ....	100	M. & S.	Sept. '72 5	Ogdensb. & L. Champl. ....	100	A. & O.	Oct. '72 4	Metropolitan (Boston). ....	50	J. & J.	July '72 5
Chicago, Iowa & Nebras. ....	100	J. & J.	July '72 4	Ohio and Mississippi. ....	100	— & —	—	Middlesex (Boston). ....	100	A. & O.	Oct. '72 3
Chicago & N. Western. ....	100	J. & D.	June '71 4	Oil Cr. & Allegheny R. ....	50	J. A. J. O.	July '72 34	Ninth Avenue (N. Y.). ....	100	— & —	—
Chicago, R. I. & Pacific. ....	100	A. & O.	Oct. '72 4	Old Colony & Newport. ....	50	J. A. J. O.	July '72 4	Orange and Newark. ....	100	J. & J.	July '71 3
Cin. Ham. & Dayton. ....	100	A. & O.	Oct. '72 4	Oswego and Syracuse. ....	100	J. & J.	July '72 34	Philadelphia City. ....	50	J. & J.	July '71 3
Cin. Ham. & Dayton. ....	100	A. & O.	Oct. '72 4	Pacific of Missouri. ....	100	F. & A.	Feb. '72 4	Philadelphia and Darby. ....	20	J. & J.	July '71 2
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Phila. and Grey's Ferry. ....	50	J. & J.	July '72 4
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Pbg. Alleg. & Manchester. ....	50	M. & N.	Nov. '69 5
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Second Avenue (N. Y.). ....	100	J. A. J. O.	Oct. '72 2
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Second and Third St. (Ph.) ....	50	J. & J.	July '72 5
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	17th & 19th streets (Ph.) ....	50	J. & J.	July '71 2
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Sixth Avenue (N. Y.). ....	100	M. & N.	May '71 5
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Third Avenue (N. Y.). ....	100	F. M. A. N.	Aug. '71 4
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	13th & 15th street (Ph.) ....	50	J. & J.	July '72 14
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Somerville (Boston). ....	100	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	South Boston. ....	50	J. A. J. O.	Oct. '72 24
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Union (Boston). ....	100	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Union (Phila.). ....	50	J. & J.	Jan. '72 5
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	West Philadelphia. ....	50	J. & J.	July '72 5
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	CANALS.			
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Chesapeake & Delaware. ....	50	J. & D.	June '72 3
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Chesapeake and Ohio. ....	25	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Delaware Division. ....	50	F. & A.	Aug. '72 4
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Delaware and Hudson. ....	100	F. & A.	Aug. '72 5
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Delaware and Harlan. ....	100	J. A. J. O.	Oct. '72 24
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Erie of Pennsylvania. ....	50	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Lehigh Coal & Navigt. ....	50	M. & N.	May '67 5
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Monongahela Navigt. ....	50	J. & J.	July '71 5
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Morris (consolidated). ....	100	F. & A.	Aug. '72 2
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Morris (consolidated). ....	100	F. & A.	Aug. '72 5
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Pennsylvania. ....	50	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Schuyl. Nav. (common). ....	50	F. & A.	Feb. '72 25c
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Schuyl. Nav. (pref.). ....	50	F. & A.	Feb. '72 50c
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Susq. and Tide Water. ....	50	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Union. ....	50	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	W. Branch and Susq. ....	50	J. & J.	Jan. '65 -
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	MISCELLANEOUS.			
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Adams Express. ....	100	M. J. S. D.	Dec. '72 2
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	American Coal. ....	25	M. & S.	Mar. '72 3
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Am. Merch. Union Exp. ....	100	J. & J.	Jan. '73 3
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Ashburton Coal. ....	50	J. & D.	Dec. '66 4
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Atlantic Mail Steamship. ....	100	M. J. S. D.	Dec. '67 24
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Brunswick City. ....	100	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Butler Coal. ....	25	J. & D.	Dec. '69 85c
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Canton. ....	100	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Consolidation (Md.) Coal. ....	100	J. & D.	Dec. '71 4
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Cumberland Coal & Iron. ....	100	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Maryland Coal. ....	100	J. & D.	Dec. '70 3
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Mariposa Gold. ....	100	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Pacific Mail Steamship. ....	100	J. & J.	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Pacific and Atlantic Tel. ....	25	M. J. S. D.	Sep. '69 3
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Pennsylvania Coal. ....	100	F. M. A. N.	Aug. '72 5
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Pullman Palace Car. ....	100	F. M. A. N.	Feb. '71 6
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Quicksilver, common. ....	100	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Spring Mountain Coal. ....	50	J. & J.	Jan. '72 5
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	Spruce Hill Coal. ....	100	— & —	—
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	United States Express. ....	100	F. M. A. N.	Nov. '72 2
Colum. & Hocking Val. ....	100	M. & N.	Nov. '72 3	Panama. ....	100	J. A. J. O.	Oct. '72 3	United States Trust. ....	100	J. &amp	



## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.
<b>National Securities Nov. 1, 1872.</b>											
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	109 1/2	Massachusetts—(\$30,712,882):					
.. .. coupon	13,955,000	5	" " " "	1874	110	.. State (public works) scrip.....	706,000	5	Various.	'72-'80	...
Loan of February 8, 1861.....registered	13,737,000	6	Jan. & July.	1880	116	.. State (public works) scrip.....	284,000	6	June & Dec.	'72-'77	...
.. .. coupon	4,678,000	6	" " " "	1880	116 1/2	.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'78	109 1/2
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	109 1/2	.. Union Fund Loan, 1862.....	600,000	6	" " " "	'77-'78	...
Loan of July 17, and Aug. 5, 1861.....registered	125,374,450	6	Jan. & July.	1881	116	.. Coast Defense Loan, 1863.....	888,000	6	" " " "	1883	98 1/2
.. .. coupon	93,946,750	6	" " " "	1881	116 1/2	.. Bounty Loan, 1864.....	4,379,500	6	May & Nov.	1894	98
Loan of Feb. 25, 1862 (5-20s).....registered	32,561,100	6	May & Nov.	1882	112 1/2	.. War Loan (5-20) cur. 1866.....	4,000,744	6	" " " "	1894	...
.. .. coupon	236,175,500	6	" " " "	1882	112 1/2	.. R. R. & Hoosac T. bonds, £1,443,700 stg.	2,551,600	6	Mar. & Sept.	1896	...
Loan of March 3, 1863.....registered	53,448,550	6	Jan. & July.	1881	116	.. R. R. & Hoosac Tunnel bonds, dollar.	7,175,451	6	April & Oct.	'88-'93	...
.. .. coupon	21,551,450	6	" " " "	1881	116 1/2	.. Loan (B. H. & Erie R. R.) £743,600 stg.	1,166,500	6	" " " "	'90-'95	...
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	112 1/2	Michigan—(\$2,332,293):					
.. .. coupon	33,336,400	6	May & Nov.	1884	112 1/2	.. Canal Bonds, 1859.....	81,000	6	Jan. & July.	1879	...
Loan of June 30, 1864 (5-20s).....registered	36,566,100	6	" " " "	1884	112 1/2	.. \$2,000,000 Loan Bonds, 1863.....	445,000	6	" " " "	1873	...
.. .. coupon	119,867,400	6	" " " "	1885	113 1/2	.. \$2,000,000 Loan Bonds, 1863.....	431,000	6	" " " "	1878	...
.. .. 2d series (5-20s).....registered	59,036,650	6	Jan. & July.	1885	115	.. \$2,000,000 Loan Bonds, 1863.....	718,000	6	" " " "	1882	...
.. .. coupon	162,370,350	6	" " " "	1885	115 1/2	.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	...
.. .. 3d series (5-20s).....registered	90,771,100	6	Jan. & July.	1887	115 1/2	.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	...
.. .. coupon	225,740,250	6	" " " "	1887	115 1/2	Minnesota—(\$350,000):					
.. .. 4th series (5-20s).....registered	13,696,500	6	Jan. & July.	1888	113 1/2	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	...
.. .. coupon	25,042,900	6	" " " "	1888	115 1/2	.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'72-'78	...
Loan of March 3, 1864, (10-40s).....registered	139,419,850	5	Mar. & Sept.	1904	108 1/2	.. Railroad Bonds (suspended) 1868.....	2,275,000	...	June & Dec.	1883	...
.. .. coupon	55,147,450	5	" " " "	1904	109	Missouri—(\$17,669,000):					
Consols of July 14, '70 & Jan. 20, '71 registered	127,435,450	5	F. M. A. & N.	1881	109	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	96
.. .. coupon	72,654,550	5	" " " "	1881	110 1/2	.. Railroad Loans Bonds, 1854-'66.....	1,589,000	6	" " " "	'87-'96	...
Consols .. .. .. registered	...	4 1/2	F. M. A. & N.	1886	...	.. S. W. Br. of Pacific R. R. bonds, guar.	14,493,000	7	" " " "	'74-'90	97
.. .. coupon	...	4 1/2	" " " "	1886	...	.. State Bonds, funding, 1867-'68.....	2,727,000	6	" " " "	'76-'91	...
Consols .. .. .. registered	...	4	F. M. A. & N.	1901	...	Nevada—(\$660,000):					
.. .. coupon	...	4	" " " "	1901	...	.. State Bonds, for floating debt.....	680,000	10	Mar. & Sept.	'72-'87	...
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	5,030,000	3	Dem.	...	...	New Hampshire—(\$2,405,400):					
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Irred.	...	...	.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'76	...
Certificates of Indebtedness 1870.....(cur.)	678,000	4	...	1875	...	.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	97 1/2
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'96-'99	113 1/2	.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	...
U. S. Notes and Fractional Currency.....	402,969,638	nil	...	...	...	New Jersey—(\$2,896,200):					
<b>State Securities, latest dates.</b>											
Alabama—(\$16,42,000):						.. War Loan Bonds, 1861, tax free.....					







## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	"	77-87
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc. Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,500,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	....
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100	1st Mort. (San. Day. & Cin.) S.F.	988,000	8	Feb. & Aug.	Boston.	1900	....
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1883	103	1st Mort. (San. City and Ind.)..	250,000	7	March & Sept.	"	1877	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	94	Cincinnati and Springfield:						
1st Mort. (St. L. & C.) assumed	584,000	7	Jan. & July.	"	1894	....	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. ( " )	188,000	7	Jan. & July.	"	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$5,000,000	.....	7	"	New York.	1901	....
Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	113	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage for \$16,000 p. m....	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	"	1890	99	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	100
Loan of 1872.....	.....	.....	.....	New York.	1902	....	1st Mort. (C., C. and O. R. R.)...	823,000	7	June & Dec.	"	"	71-84
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	"	1878	....	1st Mort. (Bell. and Ind. R.R.)...	616,000	7	Jan. & July.	"	"	70-96
1st Mort. (Peo. & Han.) guar.	600,000	8	"	"	1878	....	Clev. & Mahoning (A. & Gt. Wtn.)						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	"	1879	....	1st Mortgage 1883.....	650,000	7	Feb. & Aug.	New York.	1878	....
1st Mort. (Dix. Peo. & Han.) guar.	800,000	8	Jan. & July.	"	1889	96 1/2	3d Mortgage (sinking fund) 1886	487,900	8	March & Sept.	"	"	1876
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	"	1879	....	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	"	"	1878
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	"	1890	100 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. O. & Fox Rv.) guar.	1,260,000	8	"	"	1900	100	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	"	1890	101	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisville:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1878	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	"	"	1875
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	"	"	1882
1st Mort. guar. C., B. & Q.....	1,500,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	628,000	7	May & Nov.	"	"	1900
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold....	1,500,000	7*	"	"	1912	....	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	226,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	.....	8	June & Dec.	Boston.	1899	80	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund....	15,844,750	7	April & Oct.	New York.	1908	56 1/2
1st Mortgage for \$19,000 p. m....	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund....	3,679,900	7	Feb. & Aug.	"	"	1909
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	"	"	1880
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	"	"	1891
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	98	Columbus and Xenia:						
Funded coupons (193 m.).....	755,000	7	May & Nov.	"	1883	100 1/2	1st Mortgage, guar. by Pa. Co....	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)...	3,588,000	7	Feb. & Aug.	"	1885	99	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	"	"	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	64
Green Bay Ext. (26 m. & 76,000 a.)	300,000	7	"	"	1885	....	Notes payable, conv. at par.....	594,000	7	"	"	"	100
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	"	1874	....	1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	"	1889
1st Mort. (Gal. & Chic. 248 m.)...	1,785,000	7	Feb. & Aug.	"	1882	100	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)...	948,000	7	May & Nov.	"	1875	....	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge ( " ).....	200,000	7	Jan. & July.	"	1884	....	Connecticut Valley:						
Elgin & State Line ( " ).....	135,000	7	"	"	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79 m. & land)	787,000	7	March & Sept.	"	1898	....	Connecticut Western:						
Consol. skg fund (C. & N.W. R'y)	2,550,000	7	F. M. A. & N.	"	1915	92	1st Mortgage for \$2,500,000.....	2,008,800	7	Jan. & July.	Hartford.	1890	....
Equipm't (Engs. & Cars \$2,750,000)	275,000	10	May & Nov.	"	1871	....	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold.	3,150,000	7*	"	"	1911	....	1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	86
1st Mort. (Menominee Ext.) gold.	2,700,000	7*	June & Dec.	"	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	897,000	7	May & Nov.	"	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	"	1874	....	Cowanque Valley:						
3d Mort. ( " ).....	10,500	7	June & Dec.	"	1898	....	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.W.) guar.	1,135,000	7	Jan. & July.	"	1898	93	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	"	"	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-L.:							2d Mortgage, sinking fund.....	709,000	7	May & Nov.	"	"	1888
1st Mort. (skg fd gold \$25,000pm)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '89, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	80	2d Mortgage.....	109,500	8	"	"	"	1908
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	"	1891	....	Plain bonds.....	81,800	6	Jan. & July.	"	"	1884
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1880....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870....	200,000	7	"	"	"	1890
1st Mortgage \$26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....	Danv., Hazleton & Wilkesbarre:						
Chi., Pekin & Southw'n (C. B. & Q.)							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	76
1st Mortgage for \$1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C. H. & D.):						
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	"	"	1896	102	1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
Chi. & Southw'n (C., R.I. & Pac.):							2d Mortgage, guar.....	642,000	7	March & Sept.	"	"	1887
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107	3d Mortgage, guar.....	700,000	7	April & Oct.	"	"	1888
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	"	1901	....	Toledo Depot bonds guar.....	109,500	7	March & Sept.	"	"	81-94
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg fd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	"	"	1879
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	Income Bonds.....	252,445	6	"	"	"	1879
1st M. (Chi. & Sup.) g'd \$5,000,000	.....	7*	Jan. & July.	"	1902	....	Dayton and Western (Pa. Co.):						
Chillicothe & Brunswick:							1st Mortgage.....	275,000	7	Jan. & July.	New York.	1906	....
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....	1st Mortgage.....	426,000	6	"	"	"	1905
Cincinnati, and Baltimore:							Decatur, Sullivan and Mattoon:						
1st Mort. guar. by B. & O. M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....	1st Mortgage.....	600,000	8	March & Sept.	New York.	1901	....
Cincinnati, Hamilton and Dayton:							Delaware (P. W. & Balt.):						
1st Mort. of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	1st Mortgage, guar.....	100,000	6	"	"	"	1875
3d Mortgage of 1867.....	282,000	8	June & Dec.	"	1877	....	1st Mortgage extension.....	100,000	6	"	"	"	1880
Cincinnati and Indianapolis Junc.:							Delaware State Loan.....	170,000	6	"	"	"	1876
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Delaware, Lackaw. & Western:						
2d Mortgage.....	798,000	7	March & Sept.	"	1893	....	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	New York.	1876	100
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	2d Mort. (Del., Lack. & Wtn.)...	1,638,000	7	March & Sept.	"	"	1881
Cincinnati, Lafayette and Chi.:							Company B'de (Del. Lack. & W.)	3,000,000	7	June & Dec.	"	"	1892
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....	Denver Pacific:						
Chi. & Martinsville (L. C. & La.F.):							1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	....
1st Mortgage guaranteed.....	400,000	7	Feb. & Aug.	New York.	1895	....	Denver & Rio Grande (3 ft. gauge):						



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.:	\$.....	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.:	1,170,000	8	June & Dec.	New York.	1890	....	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	800,000	8	Jan. & July.	" "	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	100
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	....	2d Mortgage.....	948,000	7	May & Nov.	" "	1875	....
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
1st Mortgage, (D. & M.R.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	" "	" "	1884	....
2d Mortgage ( " ).....	1,000,000	8	" "	" "	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'80	....
2d Funded Coup. ( " ).....	375,784	7	" "	" "	1875	....	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	" "	1892	....
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	" "	1878	....	Goshen and Deckertown:						
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	" "	1886	....	1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.S. & M.S.):							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	97	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort' not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	....	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	99
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren and Pittsburgh:							Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,100,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 \$270,500	1,350,000	6*	" "	" "	....	....
Dutchess and Columbia:							Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	" "	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	....	1st Preference Bonds \$2,838,385.	14,191,675	5*	Jan. & July.	" "	....	....
East Alabama and Cincinnati:							2d Preference Bonds \$1,685,768.	8,428,825	4*	" "	" "	....	....
1st Mort. end \$16,000 p.m. by Ala.		8	Jan. & July.	.....	1890	....	Provincial Debent's \$3,111,500	15,557,500	....	" "	Ottawa.	....	....
East Brandywine & Waynesburg:							Great Western of Canada:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
2d Mortgage.....	85,000	8	" "	" "	1873	....	Common (Company) Bonds....	1,384,117	4	" "	" "	'72-'73	....
East Pennsylvania (Ph. & Rdg.):							Common ( " ) Bonds....	2,993,973	6	May & Nov.	" "	'73-'76	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98	Common ( " ) Bonds....	2,662,097	5	April & Oct.	" "	'73-'78	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds....	4,867	5	" "	" "	1881	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common ( " ) Bonds....	3,650,000	6	June & Dec.	" "	1890	....
East Tenn. & Vir. (E.T.V. & Ga.):							Greenville and Columbia:						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
East Tennessee, Virginia & Ga.:							1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
1st Mort., skg fund for \$2,500,000	2,519,000	7	Jan. & July.	New York.	1890	....	Greenwich and Johnsonville:						
Eastern (Mass.):							1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
English Loan, July 1, 1892.....	383,000	6*	Jan. & July.	London.	1872	....	Hackensack & New York Ext.:						
Loan of 1894-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	96	1st Mortgage, \$10,700 p.m.:	300,000	7	May & Nov.	New York.	1889	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	" "	1876	90	Hannibal and Naples (T.W. & W.):						
Loan of 1866-'85.....	160,000	6	April & Oct.	" "	1885	....	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	90
Loan of 1866-'85.....	500,000	6	March & Sept.	" "	1888	....	2d Mortgage.....	225,000	7	Jan. & July.	" "	1890	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	" "	1889	92	Hannibal & Central Missouri:						
Loan of 1872-'82.....	1,500,000	7	" "	" "	1882	100	1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....
Eastern Shore (Md.):							2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Hannibal and St. Joseph:						
2d Mortgage.....	180,000	6	April & Oct.	" "	1886	....	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Six years Mortgage bonds (222m)	53,000	10	" "	" "	1874	....
Elmira and Williamsport (N. Cen.):							Five years' notes (277 m.)....	139,300	8	Various.	" "	1874	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	96	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	88
Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	1872	87	1st Mort. (Q. & Palm R.R. 15 m.)	500,000	8	Feb. & Aug.	" "	1892	....
Erie Railway:							1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	" "	1886	....
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	102	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	97	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
3d Mortgage.....	6,000,000	7	" "	" "	1883	92	Harlem Extension:						
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	94	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
5th Mortgage convertible.....	925,500	7	June & Dec.	" "	1888	....	Harrisburg & Lancaster:						
Buffalo Branch, 1st mortgage...	186,400	7	Jan. & July.	" "	1891	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	92
Sterling Loan (\$1,000,000) conv.	4,544,400	6*	March & Sept.	London.	1875	....	Hartford and New Haven:						
Consol. Mort. for \$50,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95	1st Mortgage.....	754,000	6	Jan. & July.	Hartford.	1873	....
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
1st Mortgage.....	872,800	7	Jan. & July.	New York.	1882	....	Holly, Wayne & Monroe (F. & P.M.):						
2d Mortgage.....	115,200	7	March & Sept.	" "	1890	....	1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	" "	1890	....	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
European & N. American (Me.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1884	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
1st L.M. & 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
Evansville and Crawfordsville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....	Houston and Texas Central:						
1st Mortgage.....	150,000	7	March & Sept.	" "	1889								



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			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1888	\$1,589,500	7	April & Oct.	New York.	1888	.....	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.	1879	108 1/2
1st Mortgage (C. & L.F.) of 1887	2,770,000	7	Feb. & Aug.	"	1897	.....	Consol. registered July 1, 1870....	3,699,000	7	J. A. J. & O.	"	1890	100
1st Mortgage (" ) of 1889	1,566,000	7	June & Dec.	"	1899	.....	Consol. coupon July 1, 1870....	1,334,000	7	Jan. & July.	"	1890	100
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '89	1,500,000	7	April & Oct.	"	1890	98 1/2
1st Mortgage.....		7	Jan. & July.	New York.	1916	.....	Sunbury July 1, 1864.....	600,000	7	Jan. & July.	"	1874	
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	.....	Reg. Jan. 1, 1855 C.P. & A.R.E.	1,000,000	7	"	"	1880	98
1st Mortgage.....		7	April & Oct.	"	1916	.....	3d Mort. Oct. 1, '67.....	1,000,000	7	"	"	1892	98 1/2
2d Mortgage.....	1,000,000	7	"	"	1900	.....	1st Mort. (June R.R.) Dec. 1, 1862	115,000	7	June & Dec.	"	1872	
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	.....	Skq Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	102 1/2
Iowa Eastern:							Mort. April 1, 1866.....	854,000	7	April & Oct.	"	1885	98
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	.....	1st Mort. May 1, 1855 M.S. & N.I.	5,255,000	7	May & Nov.	"	1885	100
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct. 31, 1867.....	2,998,000	7	"	"	1877	97 1/2
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	.....	Mort. Nov. 1, 1868.....	100,000	7	May & Nov.	"	1882	
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	290,000	7	Jan. & July.	"	1882	
1st Mort., \$16,000 guar.....		8	Feb. & Aug.	New York.	1900	105 1/2	Mort. Sept. 1, 1866.....	300,000	7	March & Sept.	"	1886	
Ironton (Penna.):							Mort. April 1, 1868.....	3,000,000	7	April & Oct.	"	1898	94
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	.....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	97 1/2
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.F.)	400,000	8	Jan. & July.	"	1870	
1st Mortgage gold, skq fund.....	600,000	7	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Kai. & Sch.)	100,000	8	"	"	1887	
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	101 1/2	1st M. July 1, '68 (Kai. & Gr.H.)	840,000	7	"	"	1884	
2d Mortgage.....	500,000	8	March & Sept.	"	1888	.....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	.....	2d Mort. June 1, 1869.....	600,000	7	June & Dec.	"	1894	
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	.....	1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1895	
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	.....	Leavenworth, Lawr. & N. West:n						
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	.....	1st Mort. guar. by Pac. of Mo.....	355,000	7	Feb. & Aug.	New York.	1899	
Jefferson (Erie):							Leaven, Lawrence & Galveston:						
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	.....	1st Mort. skq fund conv. gold....	6,000,000	10	Jan. & July.	N. Y. & Bost.	1899	86 1/2
2d Mort. (" ).....	94,000	7	"	"	1889	.....	Leigh and Lackawanna:						
1st Mort. (Carbondale Section)....	2,000,000	7	"	"	1889	.....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	
Jeffersonville, Madison & Indian:							Leigh Valley:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	.....	1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	101 1/2
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	.....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98 1/2
1st Mortgage (Ind & Mad.) guar.	297,000	7	May & Nov.	"	1882	.....	2d Mortgage for \$6,000,000.....	4,712,000	7	March & Sept.	"	1910	103 1/2
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	.....	Lexington & St. Louis (P. of Mo.):						
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	
1st Mortgage skq fund guar.....	600,000	8	Jan. & July.	New York.	1882</								



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			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	....	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. H.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold.....	600,000	6*	April & Oct.	Nashville.	1887	....
Maysville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Nichigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E.D.V.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	....	Newburg & New York (Erie):						
Nichigan Central:							1st Mortgage for \$600,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	558,000	8	April & Oct.	New York.	1882	....	New H., Middle't'n & Williman:						
1st Mortgage, sinking fund conv.	2,208,500	8	"	"	1882	115	1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	4,500,000	7	May & Nov.	"	1902	....	New Haven & Northampton:						
1st Mort. (M. Air L. W.D.) ass'd	1,900,000	8	Jan. & July.	"	1890	107	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.	600,000	8	March & Sept.	"	1879	90	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) t. guar.	640,000	8	May & Nov.	"	1889	....	New Jersey See United Compan's.						
2d Mort. ( " ) guar.	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	74
Midland of Canada:							120,000	7	March & Sept.	"	1888	....	
1st Mortgage sterling £235,000..	1,148,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1890	....	1st Mort. gold, for \$3,000,000.....		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	86	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer).....	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	8,793,000	7	Jan. & July.	"	1897	88	1st Mortgage 1866.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1870	....	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	88	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	107	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,815,000	7.5	"	"	1898	98	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	1st M. (Noto T 227 m) skg fd.....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	284,080	7	Jan. & July.	"	1891	....	1st M. ( " ) gold skg fd.....		7	"	N. Y. or Lond.	1916	....
Real Estate Purchase.....	148,500	7	"	"	....	....	2d Mortgage, endorsed by La....	2,825,000	8	"	New York.	1916	....
Milw. Manitowec & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.						
1st Mortgage for \$15,000 p.m.....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1888	90
Mineral Point:							Bonds for debts ass'd (N.Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100
1st Mortgage, Dec. 21, 1865.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. t. ( " )	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stocks ( " )	592,000	6	"	"	1883	....
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	....
Minneapolis & St. L. (L. S. & M.)							Bonds of 1854 renew'd ( " )	2,900,000	6	June & Dec.	"	1887	89
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. ( " ) S. F. ....	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. ( " ) .....	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N.Y. & C.H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1890-71	....	Consol. Mort. for \$40,000,000.....		7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	90
Mississippi, Ouachita & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	....	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,560,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1860.	1,181,600	8	Jan. & July.	"	1871-93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	....
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1893	85
1st Mortgage gold, sinking fund.		7*	Jun. & Dec.	"	1910	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Tob. & Neosho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000.....	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	74	....	1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	1st Mortgage.....						



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			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.5	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	84
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr.(C&A):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1879-88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 91 m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	....	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	100	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Ohio and Mississippi:							Loan of 1870, convertible.....	2,520,000	7	"	"	1890	....
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.	113,000	6	"	"	1886	....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-48 & 49.	1,621,000	6	"	"	1880	95
2d Mortgage (W. Div.).....	634,000	7	"	"	1874	85	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1898	108
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.....	182,400	6	Jan. & July.	London.	1880	....
Consolidated Mort.....	2,781,000	7	Jan. & July.	"	1898	96	Mortgage Loan of 1843 stg.....	976,800	6	"	"	1880	....
Consolidated Mort. (sterling).....	101,860	7	"	London.	1898	....	Mortgage Loan of 1836 stg.....	110,400	7	"	"	1872	....
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg.....	177,000	7	"	"	1874-77	....
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Consolidated Dollar coupon.....	5,600,000	7	June & Dec.	Philadelphia.	1911	101
1st Mortgage (War. & Felm.).....	580,000	7	April & Oct.	"	1882	85	Dollar registered.....	1,462,000	7	"	"	1911	104
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	75	Mortgage Gold or stg coup.....	4,000,000	6	"	Phil. or Lond.	1911	....
Old Colony and Newport:							June 1, 1871. Dollar coupon.....	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	94	Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	485,000	6	April & Oct.	"	1875	....	Mortgage Loan, convertible.....	345,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100	Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Omaha and Northwestern:							Loan of 1867.....	1,000,000	6	"	"	1887	....
1st M. land grant, gold \$10,000pm	10,000pm	7.5	Jan. & July.	New York.	1901	....	Pickering Valley (Phila. & Rdg):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	230,300	7	April & Oct.	Philadelphia.	1900	....
1st Mortgage \$20,000 p. m.....	20,000	8	June & Dec.	Boston.	1896	87	Pittsburg, Cin. & St. Louis (Pa.):						
Orange, Alexandria & Manassas:							Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1878	93	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	88	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
3d Mort. " " "	598,000	8	May & Nov.	Richmond.	1880	91	Pittsburg & Connellsville:						
4th Mort. " " "	674,000	8	March & Sept.	Alexandria.	1880	83	1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	98
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	80	2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	....
Orange and Newark:							1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	Pittsburg, Ft. Wayne & Chicago:						
Osage Valley & Southern Kansas:							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Oswego and Rome (B.W. & O.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	96
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series J).....	800,000	7	April & Oct.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series K).....	800,000	7	May & Nov.	"	1912	....
Owensboro and Russellville:							2d Mortgage (Series L).....	800,000	7	June & Dec.	"	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1887	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	98
Pacific of Missouri (Atl. & Pac.):							Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	....	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	83	Construction bonds of Jan. 1, 190	100,000	7	Jan. & July.	"	1877	....
Income Bonds.....	1,500,000	7	"	"	1892	....	Plymouth, Kankakee & Pacific:						
St. Louis County Bonds.....	700,900	7	Monthly.	St. Louis.	1887	....	1st Mortgage for \$3,600,000.....	3,600,000	7	Jan. & July.	....	1901	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	Port Huron & Lake Michigan:						
1st Mortgage (Lea. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1889	....
Paduach and Memphis:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage gold for \$2,805,000.	1,071,090	7	Feb. & Aug.	New York.	1892	....	1st Mort. (Maine Section) gold..	800,000	6	Jan. & July.	Boston.	1900	....
Panama:							Consol. Mort. gold, for \$3,300,000	3,300,000	6	May & Nov.	"	1901	....
1st Mortgage, stg £10,350.....	93,847	7	April & Oct.	London.	1875	....	Portland and Ogdensburg (Vt.):						
General Mortgage, stg £597,800.	3,869,350	7	"	"	1897	....	1st Mortgage gold, for \$2,300,000	2,300,000	6	May & Nov.	Boston.	1891	....
Paris and Decatur:							Portland and Oxford Central:						
1st Mortgage sold.....	1,200,000	7	Jan. & July.	New York.	1901	....	1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
Paterson and Newark (Erie):							Portland and Rochester:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
Pekin, Linc. & Decatur (TW & W):							1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
1st Mortgage, guaranteed.....	1,075,000	7	Feb. & Aug.	New York.	1900	85	2d Mort. Sept. 1, 1871 for \$450,000	450,000	7	March & Sept.	"	1891	....
Pemberton & Hights (UC of NJ):							Port Royal (S. C.):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	1st Mortgage gold, skg fd.....	1,500,000	7	May & Nov.	N. Y. & Lond.	1889	....
Pemberton & N. York (N.J.S.):							1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
1st Mortgage, guaranteed.....	500,000	7	"	New York.	....	....	Poukeepsie and Eastern:						
Peninsular Railway:							1st Mort. gold, conv. & tax free..	800,000	7	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. & Lond.	1899	....	Providence and Worcester:						
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Pennsylvania:							Quincy, Alton and St. Louis:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101	1st Mortgage gold.....	850,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage ( " " ).....	2,594,000	6	April & Oct.	"	1875	98	Quincy and Toledo (T. W. & W.):						
2d Mortgage ( " " ) stg.....	2,282,240	6	"	London.	1875	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	90
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94	Quincy & Warsaw (C. B. & Q.):						
State lien for \$17,500,000, skg fd	5,758,906	5	April & Oct.	Harrisburg.	1920	....	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.			



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, B. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....	1st Mortgage Sterling.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	60	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	88	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,250	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	" "	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	484,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	102	2d Mort. " " " "	200,000	7	" "	"	1889	....
1st M. (W. D.) land grant, g'd tax fr.	16,000pm	8*	" "	" "	1900	97 1/2	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	90	1st Mort. endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	" "	"	1884	80 1/2	1st Mortgage gold, assumed ....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	92	South Side, Va. (A. M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 18, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91	2d preferred bonds.....	617,000	6	" "	"	'84-'90	73
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	" "	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	90	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Den. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'76-'88	....
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	" "	"	1896	....	Southern (Cal.) Pacific:						
St. Louis and St. Joseph:							1st Mortgage gold for \$28,000,000.	6,750,000	6*	.....	.....	.....	....
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T. H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	" "	"	1880	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	"	1898	....	South Western (Cen. of Ga.):						
2d Mortgage (B.) convertible....	1,000,000	7	" "	"	1898	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
Income Mortgage.....	799,900	7	March 1.	Pittsburg.	1891	....	1st Mortgage (Muscoogee) conv.	300,000	7	" "	"	'72-'76	....
St. Paul and Chicago (M. & St. P.):							Spartanburg and Union:						
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield & Illinois S. Eastern:						
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	2d Mortgage gold, tax free.....	1,000,000	7*	" "	"	1900	....
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	....	....	Springfield and Northwestern:						
General Mort. (R. R. & L's) stg.	1,000,000	7*	" "	London.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
1st M. (W. Line) R. R. & Lands.	6,000,000	7	" "	New York.	....	....	Staten Island:						
2d M. (W. Line) R. R. & Lands.	3,000,000	7	" "	"	....	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
St. Paul and Sioux City:							Sterling Mountain:						
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	Sullivan (Verm. Central):						
St. Paul, Stillwater & Taylor's F.							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage for \$160,000.....	.....	8	Jan. & July.	New York.	1901	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Salem (W. Jer.):							Sullivan and Erie:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Salem and Lowell (B. & L.):							Summit Branch:						
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	....	1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sand., Mansfield & Newark (O. & O.):							Sunbury and Lewiston:						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	56
San Fran., Oakland & Alameda:							Superior and St. Croix:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
Eastoga & Whitehall (R. & S.):							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Susque. Brid. & Erie June (Erie):						
Savannah and Charleston:							1st Mortgage.....	1,000,000	7	.....	New York.	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Sussex (N. J.):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Funded Interest bonds.....	157,400	7	" "	"	1889	....	Swedesboro (W. Jer.):						
Savannah, Griffin & North Ala.:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	Syracuse, Bing. & N. Y. (D. L. & W.):						
Savannah and Memphis:							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Schenectady & Susq. (D. & H. Can.):							Syracuse and Chenango Valley:						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Seaboard and Roanoke:							Tebo and Neasho (M. K. C. & T.):						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....	1st Mortgage gold, skg fund....	1,168,000	7*	June & Dec.	New York.	1903	....
Selma and Gulf:							Torre Haute & Indianapolis:						
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Marion and Memphis:							Trois:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Selma, Rome and Dalton:							Toledo, Peoria and Warsaw:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage (R. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	94 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	1st Mortgage (W. Div.) 117 m....	1,800,000	7	Feb. & Aug.	"	1896	88
Equipment Mortgage.....	280,000	10	" "	"	1881	....	2d Mortgage (W. Div.) 117 m....	1,300,000	7	April & Oct.	"	1886	81 1/2
Shamokin Valley & Pottaw. (N. C.):							Equipment Mort. sinking fund....	84,000	8	Jan. & July.	"	1879	....
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Consol. Mort. 227 m. \$5,500,000.	1,408,000	7	May & Nov.	"	1910	....
Sheboygan and Fond du Lac:							1st Mortgage (Burl. Br.) 19 m....	250,000	7	June & Dec.	"	1910	87 1/2
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Tom's River & Watert. (N. J. Co.):						
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	....	1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	....
Shenango and Allegheny:							Troy & Bennington (T. & ):						
1st Mortgage for \$1,000,000.....	625,000	7	April & Oct.	New York.	1889	....	1st Mortgage skg fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
Shepard Valley (Cl.):							Troy and Boston:						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Shore Line (N. Y. & N. H.):							2d Mortgage.....	500,000	7	April & Oct.	"	1886	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
Sioux City and St. Paul:							Convertible Bonds.....	643,000	7	" "	"	1882	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....							
Land Grant Mortgage gold.....	690,000	7*	Jan. & July.	"	....	....							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1868	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,800,000	7	April & Oct.	New York.	1879	103 1/2
1st Mortgage (L. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870.....	3,699,000	7	J. A. J. & O.	"	1890	100
1st Mortgage ( " ) of 1869	1,566,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.....	1,234,000	7	Jan. & July.	"	1890	100
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '69	1,600,000	7	April & Oct.	"	1899	98 1/2
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Sunbury July 1, 1864.....	500,000	7	Jan. & July.	"	1874	....
1st Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Reg. Jan. 1, 1865 C.P. & A. R.R.	1,000,000	7	"	"	1880	98
1st Mortgage.....	1,000,000	7	April & Oct.	"	1916	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	93 1/2
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1900	....	1st Mort. (June R.R.) Dec. 1, 1862	115,000	7	June & Dec.	"	1872	....
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1881	....	8th Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1886	102 1/2
Iowa Eastern:							Mort. April 1, 1866	864,000	7	April & Oct.	"	1886	98
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	"	1883	100 1/2
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct. 31, 1867	2,698,000	7	"	"	1877	97 1/2
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	....	Mort. Nov. 1, 1868	100,000	7	May & Nov.	"	1878	....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	"	1882	98
1st Mort., \$16,000 guar.....	.....	8	Feb. & Aug.	New York.	1900	105 1/2	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	....
Ironton (Penn.):							Mort. April 1, 1868	3,000,000	7	April & Oct.	"	1898	94
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	97
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....
1st Mortgage gold, skg fund.....	600,000	7	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1886	101 1/2	1st M. July 1, '68 (Kal. & Gr.R.)	840,000	8	"	"	1888	....
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	var	....
2d Mortgage.....	940,000	8	May & Nov.	"	1890	....	2d Mort. Jan. 1, 1869	500,000	7	June & Dec.	"	1894	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	600,000	7	April & Oct.	Philadelphia.	1896	....
Jamestown & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	1st Mort. guar. by Pac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	Leaven. Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bos.	1899	86
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	Lehigh and Lackawanna:						
2d Mort. ( " ) " " " " " "	94,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....	Lehigh Valley:						
Jeffersonville, Madison & Indian:							1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia.	1873	101 1/2
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	103 1/2
1st Mortgage (Ind. & Mad. guar.)	297,000	7	May & Nov.	"	1882	....	Lexington & St. Louis (P. of Mo.):						
2d Mortgage (Jeffersonville & R.R.)	345,000	7	April & Oct.	"	1873	....	1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
Joliet and Chicago (C. & Alton):							Little Miami:						
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	....	1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1888	....
Joliet & Northern Ind. (Mich. C.):							Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Little Rock and Fort Smith:						
Junction (Cin. & Indianapolis):							1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bos.	1900	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	....
2d Mortgage.....	793,000	7	March & Sept.	"	1893	....	Little Schuylkill (Phila. & Rdg.):						
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	"	1884	....	1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	103
Junction, Philadelphia:							Logansport, Crawf. & Swain Ind.:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage gold.....	1,500,000	8*	F.M. & A. N.	New York.	1900	....
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....	Long Br. and Sea Shore (N.J. So.):						
Junction and Breakwater:							1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	Long Dock (Erie):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.....	8,500,000	7	June & Dec.	New York.	1892	96
1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York.	1888	....	Long Island:						
Kalamazoo & Schoolcraft:							1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1876	....
1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
Kalamazoo & S. Haven (M. Cen.):							1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
1st Mortgage guar. by lessees....	640,000	8	May & Nov.	Boston.	1889	100	General Mortgage.....	775,000	7	"	"	1890	....
Kalamazoo & White Pigeon:							Louisville & Miss. Riv. (Ch. & Al.):						
1st Mort. assumed by L.S. & M.S.:	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bos.	1888	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. " " " " " " " "	150,000	10	"	"	1878	....	2d Mortgage for \$1,000,000.....	345,000	8	April & Oct.	"	1900	....
1st Mort. (St. Jo. & C.B. 75 m.) cvt. fr.	1,400,000	10	March & Sept.	"	1892	....	Louisville and Nashville:						
2d Mort. " " " " " " " "	539,500	8	June & Dec.	"	1874	....	1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (Memph. Br. 46.37 m.)	139,000	7	May & Nov.	"	'72-'75	....
1st Mort. " " " " " " " " g'd	1,000,000	7*	"	"	1893	....	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	"	"	'80-'86	....
Consolidated Mort. (260 m.) conv.	687,000	8	March & Sept.	"	1892	....	Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	"	1898	91 1/2
Kansas City & Santa Fe (L.L. & G.):							Louisv. N. Al. & St. Lo. Air-Line						
1st Mortgage guar. by Lessees....	2,000,000	10	May & Nov.	Boston.	1900	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	"	New York.	1901	....
Kansas Pacific:							Macon and Augusta:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	86	1st Mortgage not guaranteed...	100,000	7	"	"	1890	....
1st M. (3d Div. 244.96 m. & 3,000,000 a.)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102 1/2	Macon and Brunswick:						
1st Mortgage (1,000,000 acres)...	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mortgage (2,000,000 acres) g'd	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....	1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86	2d Mortgage.....	1,100,000	7	April & Oct.	"	1888	....
2d Mortgage (Gov't Subsidy)...	6,303,000	6	"	"	'95-'97	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
3d Mortgage (Income).....	4,275,359	7	March & Sept.	"	1916	....	Macon and Western:						
Keat County (Del.):							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	.....	1890	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	86	Maine Central:						
Kentucky Central:							Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
1st Mortgage (Cov. & Lex.) 1852.	123,000	7	March & Sept.	New York.	1872	....	\$1,100,000 Loan, tax free.....	746,300	7	Jan. & July.	"	1898	



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (F. & W.) Skg Fund	827,000	7	June & Dec.	"	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (I) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	60	Domestic (O) Bonds.....	1,470,000	6	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	88	Domestic Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	404,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,612,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	102	2d Mort. ....	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	16,000pm	8*	"	"	1900	97	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama:						
1st Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	90	1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	80	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	....	1st Mortgage gold, assumed...	7,180,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1897.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	92	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 1, 1884 guar.	2,929,000	7	April & Oct.	New York.	1894	91	2d preferred bonds.....	617,000	6	"	"	'84-'90	73
2d Mortgage May 1, 1888 guar.	645,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	90	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Den. (Facility):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	.....	....
St. Louis, Van. & T. H. (T. H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	291,000	7	various.	Macon.	'72-'88	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscookee) conv...	300,000	7	"	"	'72-'76	....
1st M. land grant skg f'd endor:	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed...	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free...	8,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free...	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & L'ds) stg.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Lands...	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund...	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	8,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres...	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....	Summit Branch:						
Sand., Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	86
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Susque. Brid. & Erie June (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	167,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N. Y. (D. L. & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....	1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Seima and Gulf:							Tebo and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund...	1,163,000	7*	June & Dec.	New York.	1903	....
Seima, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Seima, Rome and Dalton:							Tloga:						
1st Mortgage, tax free.....	6,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	94
Shamokin Valley & Pottsville (N. C.):							1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	83
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	81
Shelby and Fond du Lac:							Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	87
Shenandoah and Allegheny:							Tom's River & Watert. (N. J. So.):						
1st Mortgage for \$1,000,000.....	635,000	7	April & Oct.	New York.	1889	....	1st Mortgage guaranteed.....	80,200	7	.....	New York.	1888	....
Shepaug Valley (Ct.):							Troy & Bennington (T. & ):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage skg fund, uar...	100,000	7	Jan. & July.	Troy.	1878	....
Shore Line (N. Y. & N. H.):							Troy and Boston:						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Sioux City and St. Paul:							2d Mortgage.....	300,000	7	April & Oct.	"	1886	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....	Convertible Bonds.....	648,000	7	"	"	1892	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)...	\$900,000	7	Feb. & Aug.	New York.	1890	97	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	91
1st M. (L. Erie. W. & St. L. 167 m.)...	2,500,000	7	"	"	1890	....	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	95
1st Mort. (Gt. W. R. R. W. D. 100m.)...	4,000	10	April & Oct.	"	1868	....	2d Mort. ".....	300,000	6	"	"	1890	96
1st M. (Gt. W. Rwy of '59, 181m.)...	2,500,000	7	Feb. & Aug.	"	1888	95	2d Mort. endor. by Wash. Co...	300,000	6	"	"	1890	85
1st Mort. (Quincy & Tol. 34 m.)...	500,000	7	May & Nov.	"	1890	90	2d Mortgage preferred.....	600,000	6	"	"	1895	85
1st Mort. (Ill. & So. Iowa 42 m.)...	300,000	7	Feb. & Aug.	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	95
2d Mort. (Tol. & Wabash 76 m.)...	1,000,000	7	May & Nov.	"	1875	....	Western Pacific (Cen. Pac.):						
2d Mort. (T. Wab. & Wt. 167 m.)...	1,500,000	7	"	"	1871	96	1st Mortgage assumed, gold.....	2,735,000	6*	Jan. & July.	New York.	1899	....
2d M. (Gt. W. Rwy of '59, 181m.)...	2,500,000	7	"	"	1893	87	Western Pennsylvania (Penn.):						
Equipment (Tol. & Wab. 75m.)...	600,000	7	"	"	1883	85	1st Mortgage (main line 57 m.)...	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.)...	2,700,000	7	F. M. A. & N.	"	1907	87	1st Mortgage (Pittsb. Br. 28 m.)...	1,000,000	6	Jan. & July.	"	1896	....
1st M. (Dec. & East St. L. 109m.)...	2,700,000	7	"	"	1900	90	Western Union (M. & St. P.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....	1st Mortgage for \$5,000,000.....	3,275,000	7	Jan. & July.	New York.	1896	....
Troy Union (and Depot):							West Jersey:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
2d Mortgage, guaranteed.....	180,000	6	"	"	1878	....	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	96
Tuckerton:							Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....	West Wisconsin:						
Union Pacific:							1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87	Whitehall & Plattsburg (M. & P.):						
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	'96-'99	....	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1889	76	Wicomico and Pocomoke:						
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	81	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Omaha Bridge B'ds, stg. \$250,000	2,500,000	8*	April & Oct.	London.	1896	....	Williamston and Tarboro':						
Union Pacific (Central Div.):							1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York.	1895	....	Wilmington, Colum. & Augusta:						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	'96-7-8	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	79
Union Pacific, S. Br. (M. & T.):							Wilm., Charlotte & Rutherford:						
1st Mortgage gold, skg fund.....	3,595,000	6*	Jan. & July.	New York.	1899	....	1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
Union & Titusville (O.C. & A. Riv.):							1st Mortgage, endor. by N. Car..	1,000,000	8	"	"	1897	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	Wilmington and Reading:						
United Companies of New Jer.:							1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	98
Sinking Fund sterling \$202,000.	1,268,080	6*	Jan. & July.	London.	1880	....	2d Mortgage coupon or regis....	723,000	7	Jan. & July.	"	1902	85
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....	Wilmington and Weldon:						
Loan of 1875 (New Jersey Co.)...	300,000	6	Feb. & Aug.	New York.	1875	....	Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	....
Loan of 1883 ( " ).....	450,000	6	"	"	1878	....	Currency Bonds.....	221,400	7	May & Nov.	"	1882	....
Loan of 1883.....	1,700,000	6	"	Philadelphia.	1883	92	Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1896	....
Loan of 1889.....	866,000	6	May & Nov.	Princeton.	1889	92	Wilmington and Western (Del.):						
Consolidated (mort.) Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	94	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Sterling Loan \$369,200.....	1,846,000	5*	March & Sept.	London.	1894	....	Winona & St. Peter (C. & N. W.):						
Sterling Loan \$360,000.....	1,800,000	6*	"	"	1888	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	87
Loan of 1888.....	154,000	6	"	"	1888	....	2d Mortgage \$12,000 p. m.....	1,665,000	7	May & Nov.	"	1890	....
Bond to State of New J. (N.J. Co)	100,000	7	Feb. & Aug.	New York.	1887	....	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	....
Bond to State of N. Jer. (U. Co's)	600,000	7	"	"	1887	....	Wisconsin Central:						
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphi.	1894	....	1st M. L. G., gold S. R. \$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Utica and Black River:							Worcester (Md.):						
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
Utica, Chen. & Susq. Val. (D. & H. C.):							Worcester and Nashua:						
1st Mortgage.....	.....	7	"	"	....	....	Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	....
Utica, Ithaca and Elmira:							Plain Bonds.....	75,000	6	"	"	1890	....
1st Mortgage gold, skg fund.....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....	CANAL BONDS.						
Vermont Central:							Chesapeake and Delaware:						
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	57	1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	20	Chesapeake and Ohio:						
1st Mort. (Stan. Sheff. & Ch. R. R.)...	443,800	7	Jan. & July.	"	1887	73	1st Mortgage.....	.....	6*	J. A. J. & O.	Baltimore.	1870	....
Guar. Stock (Vt. & Ch. R. R.)...	795,500	8	June & Dec.	"	1882	82	Maryland Loan sinking fund...	2,000,000	6	"	London.	1890	....
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	'76-'77	80	Sterling, Loan guaranteed.....	4,375,000	5*	"	Baltimore.	1885	....
Equipment Mortgage.....	1,000,000	8	"	"	1889	80	Preferred Bonds (next lien).....	1,699,500	6	Jan. & July.	"	....	....
Vermont and Massachusetts:							Delaware Division (L. C. &:						
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	100	Delaware and Hudson:						
Vermont Valley (Rutland):							1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	gagere: 2d series, July 1, 1869..	3,500,000	7	Jan. & July.	"	1884	103
1st Mortgage.....	114,000	6	"	Boston.	1860	....	gistered. 3d series, Jan. 1, 1871..	6,000,000	7	"	"	1891	102
2d Mortgage.....	293,200	7	"	New York.	1859	....	Delaware & Raritan See U'd Co's.						
Vicksburg and Meridian:							Lehigh Coal and Navigation:						
General { 1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	....	Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87
2d series (blue).....	850,000	7	"	"	1890	....	Mortgage Loan reg.....	2,010,000	6	F. M. A. & N.	"	1897	93
3d series (black).....	154,000	7	"	"	1890	....	Mortgage (equip.) Loan, gold...	4,944,000	6*	June & Dec.	"	1897	93
4th series (not end.).....	1,273,000	7	April & Oct.	"	1889	....	Convertible Loan, gold.....	922,000	6*	March & Sept.	"	1894	93
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880	....	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	82
Vineland:							Monongahela Navigation:						
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	....
Virginia & Tennessee (A. M. & O.):							Morris (and Banking):						
1st Mortgage.....	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	98	1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	65
Enlarged Mortgage.....	990,000	6	"	"	1884	78	2d Mortgage.....	285,000	6	"	"	1876	....
4th Mortgage.....	846,000	8	March & Sept.	"	1900	91	Boat Loan, sinking fund.....	236,965	7	"	"	1885	92
Registered Certificates.....	123,208	8	Jan. & July.	"	'71-'75	....	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Funded Interest.....	204,200	8	"	"	1880	....	Pennsylvania:						
Income Mortgage (fundable).....	112,500	8	"	"	1886	....	1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	74
Walkill Valley (Erie):							1st Mortgage (W. Y. Val. Can.)...	600,000	6	"	"	1878	....
1st Mortgage gold, tax free.....	20,000 pm	7*	April & Oct.	New York.	1910	....	1st Mortgage (Erie Canal).....	743,654	7	"	"	1865	....
Ware River (Vt. Cen.):							Interest Bonds (Erie Canal) 1850	161,960	7	"	"	1873	....
1st Mortgage gold, for \$750,000..	462,000	6*	June & Dec.	New York.	1890	....	Schuylkill Navigation (Ph. & Rdg):						
Warren (D. L. & W.):							1st Mortgage.....	1,748,957	6	March & Sept.	Philadelphia.	'8	



## RAILROAD SHARE LIST, INCLUDING MILEAGE, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Years ending	Railroad.			Rolling Stock.			Companies.	Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.				Engines.	Cars.		Freight.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.		Passenger.	Freight.	Gross.	Net.	Dividends.	Market.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
				M.	M.	M.			M.	M.																	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.



Sept. 30, 1871	Oct. 31, 1871	Nov. 30, 1871	Dec. 31, 1871	Jan. 31, 1872	Feb. 28, 1872	Mar. 31, 1872	Apr. 30, 1872	May 31, 1872	June 30, 1872	July 31, 1872	Aug. 31, 1872	Sept. 30, 1872	Oct. 31, 1872	Nov. 30, 1872	Dec. 31, 1872	Jan. 31, 1873	Feb. 28, 1873	Mar. 31, 1873	Apr. 30, 1873	May 31, 1873	June 30, 1873	July 31, 1873	Aug. 31, 1873	Sept. 30, 1873	Oct. 31, 1873	Nov. 30, 1873	Dec. 31, 1873	Jan. 31, 1874	Feb. 28, 1874	Mar. 31, 1874	Apr. 30, 1874	May 31, 1874	June 30, 1874	July 31, 1874	Aug. 31, 1874	Sept. 30, 1874	Oct. 31, 1874	Nov. 30, 1874	Dec. 31, 1874	Jan. 31, 1875	Feb. 28, 1875	Mar. 31, 1875	Apr. 30, 1875	May 31, 1875	June 30, 1875	July 31, 1875	Aug. 31, 1875	Sept. 30, 1875	Oct. 31, 1875	Nov. 30, 1875	Dec. 31, 1875	Jan. 31, 1876	Feb. 28, 1876	Mar. 31, 1876	Apr. 30, 1876	May 31, 1876	June 30, 1876	July 31, 1876	Aug. 31, 1876	Sept. 30, 1876	Oct. 31, 1876	Nov. 30, 1876	Dec. 31, 1876	Jan. 31, 1877	Feb. 28, 1877	Mar. 31, 1877	Apr. 30, 1877	May 31, 1877	June 30, 1877	July 31, 1877	Aug. 31, 1877	Sept. 30, 1877	Oct. 31, 1877	Nov. 30, 1877	Dec. 31, 1877	Jan. 31, 1878	Feb. 28, 1878	Mar. 31, 1878	Apr. 30, 1878	May 31, 1878	June 30, 1878	July 31, 1878	Aug. 31, 1878	Sept. 30, 1878	Oct. 31, 1878	Nov. 30, 1878	Dec. 31, 1878	Jan. 31, 1879	Feb. 28, 1879	Mar. 31, 1879	Apr. 30, 1879	May 31, 1879	June 30, 1879	July 31, 1879	Aug. 31, 1879	Sept. 30, 1879	Oct. 31, 1879	Nov. 30, 1879	Dec. 31, 1879	Jan. 31, 1880	Feb. 28, 1880	Mar. 31, 1880	Apr. 30, 1880	May 31, 1880	June 30, 1880	July 31, 1880	Aug. 31, 1880	Sept. 30, 1880	Oct. 31, 1880	Nov. 30, 1880	Dec. 31, 1880	Jan. 31, 1881	Feb. 28, 1881	Mar. 31, 1881	Apr. 30, 1881	May 31, 1881	June 30, 1881	July 31, 1881	Aug. 31, 1881	Sept. 30, 1881	Oct. 31, 1881	Nov. 30, 1881	Dec. 31, 1881	Jan. 31, 1882	Feb. 28, 1882	Mar. 31, 1882	Apr. 30, 1882	May 31, 1882	June 30, 1882	July 31, 1882	Aug. 31, 1882	Sept. 30, 1882	Oct. 31, 1882	Nov. 30, 1882	Dec. 31, 1882	Jan. 31, 1883	Feb. 28, 1883	Mar. 31, 1883	Apr. 30, 1883	May 31, 1883	June 30, 1883	July 31, 1883	Aug. 31, 1883	Sept. 30, 1883	Oct. 31, 1883	Nov. 30, 1883	Dec. 31, 1883	Jan. 31, 1884	Feb. 28, 1884	Mar. 31, 1884	Apr. 30, 1884	May 31, 1884	June 30, 1884	July 31, 1884	Aug. 31, 1884	Sept. 30, 1884	Oct. 31, 1884	Nov. 30, 1884	Dec. 31, 1884	Jan. 31, 1885	Feb. 28, 1885	Mar. 31, 1885	Apr. 30, 1885	May 31, 1885	June 30, 1885	July 31, 1885	Aug. 31, 1885	Sept. 30, 1885	Oct. 31, 1885	Nov. 30, 1885	Dec. 31, 1885	Jan. 31, 1886	Feb. 28, 1886	Mar. 31, 1886	Apr. 30, 1886	May 31, 1886	June 30, 1886	July 31, 1886	Aug. 31, 1886	Sept. 30, 1886	Oct. 31, 1886	Nov. 30, 1886	Dec. 31, 1886	Jan. 31, 1887	Feb. 28, 1887	Mar. 31, 1887	Apr. 30, 1887	May 31, 1887	June 30, 1887	July 31, 1887	Aug. 31, 1887	Sept. 30, 1887	Oct. 31, 1887	Nov. 30, 1887	Dec. 31, 1887	Jan. 31, 1888	Feb. 28, 1888	Mar. 31, 1888	Apr. 30, 1888	May 31, 1888	June 30, 1888	July 31, 1888	Aug. 31, 1888	Sept. 30, 1888	Oct. 31, 1888	Nov. 30, 1888	Dec. 31, 1888	Jan. 31, 1889	Feb. 28, 1889	Mar. 31, 1889	Apr. 30, 1889	May 31, 1889	June 30, 1889	July 31, 1889	Aug. 31, 1889	Sept. 30, 1889	Oct. 31, 1889	Nov. 30, 1889	Dec. 31, 1889	Jan. 31, 1890	Feb. 28, 1890	Mar. 31, 1890	Apr. 30, 1890	May 31, 1890	June 30, 1890	July 31, 1890	Aug. 31, 1890	Sept. 30, 1890	Oct. 31, 1890	Nov. 30, 1890	Dec. 31, 1890	Jan. 31, 1891	Feb. 28, 1891	Mar. 31, 1891	Apr. 30, 1891	May 31, 1891	June 30, 1891	July 31, 1891	Aug. 31, 1891	Sept. 30, 1891	Oct. 31, 1891	Nov. 30, 1891	Dec. 31, 1891	Jan. 31, 1892	Feb. 28, 1892	Mar. 31, 1892	Apr. 30, 1892	May 31, 1892	June 30, 1892	July 31, 1892	Aug. 31, 1892	Sept. 30, 1892	Oct. 31, 1892	Nov. 30, 1892	Dec. 31, 1892	Jan. 31, 1893	Feb. 28, 1893	Mar. 31, 1893	Apr. 3
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# RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

**asterisk (\*)** occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

**Land Grant Railroads** are printed in "Italic." State-aid Railroads are distinguished by a "§."

[illegible]



[illegible]



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

Land Grant Railroads are distinguished by a "G." and running dots "...." signify "not ascertained."

Year ending	Railroad.			Rolling Stock.			Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	Main Line.			Branch Line.			2d Track and Siding.			Engines.			Cars.			Freight.				Net.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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[illegible]



## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (1) have equal dividends with lessees' stock.)

(COMPANIES.)	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	4	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire* guaranteed.	600,000	7	7	100
Blossburg and Corning* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	100
Buffalo, N. York and Erie* guar.	950,000	7	7	100
Canada and Atlantic, pref.	753,695	7	7	100
Catawissa* pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna* guar.	589,110	9	9	100
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	7	100
Central Ohio, preferred.	400,000	7	7	100
Chomung* guar.	380,000	8	8	100
Cheshire, preferred.	2,017,815	7	7	100
Chicago and Alton, pref.	2,425,400	7	7	100
Chicago, Iowa and Nebraska* guar.	2,600,000	7	7	100
Chicago and Northwestern, pref.	20,370,293	7	7	100
Chicago and Mahoning* guar.	2,056,000	7	7	100
Cleveland and Mahoning* guar.	6,250,000	3 1/2	3 1/2	100
Cleveland and Toledo* guar.	177,760	8	8	100
Cochecho, preferred.	1,822,100	6	6	100
Connecticut and Passumpsic Rivers, preferred.	241,900	8	8	100
Cumberland Valley, 1st pref.	330,308	8	8	100
" 2d pref.	594,261	6	6	100
Delaware* guaranteed.	1,500,000	6	6	100
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	6	100
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	7	100
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.)* guaranteed.	492,500	8	8	100
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5	100
Elmira and Williamsport* guar.	500,000	5	5	100
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7	100
Erie, preferred.	8,536,910	7	7	100
Evansville and Crawfordsville, pref.	100,000	7	7	100
Hannibal and St. Joseph, pref.	5,078,224	7	7	100
Harrisburg and Lancaster* guar.	1,182,560	7	7	100
Housatonic, preferred.	1,180,000	8	8	100
Huntington & Broad Top Mountain, preferred.	190,750	7	7	100
Joliet and Chicago* guar.	1,500,000	7	7	100
Joliet and Northern Indiana* guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington* guar.	2,646,100	7	7	100
Little Schuylkill* guar.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington, preferred.	848,700	9	9	100
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	100
" 2d pref.	4,051,744	6	6	100
Manchester and Lawrence* guar.	1,000,000	9	9	100
Michigan Southern, guaranteed.	586,800	10	10	100
Mill Creek and Mine Hill* guar.	323,375	10	10	100
Milwaukee and St. Paul, preferred.	9,744,268	7	7	100
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	8	100
Mount Carbon & Pt. Carbon* guar.	282,250	12	12	100
Mount Haven and Northampton* guar.	1,344,000	8	8	100
New York and Harlem, pref.	1,500,000	8	8	100
Ninaga Bridge and Canandaigua* guar.	1,000,000	6	6	100
North Eastern (S. C.) preferred.	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	100
Ohio and Mississippi, pref.	3,500,000	7	7	100
Paterson and Hudson* guar.	630,000	8	8	100
Paterson and Ramapo* guar.	248,000	8	8	100
Peoria and Bureau Valley* guar.	1,200,000	6	6	100
Philadelphia and Erie* guar.	5,996,700	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	100
Philadelphia and Trenton* guar.	1,099,720	10	10	100
Pittsfield and North Adams* guar.	450,000	6	6	100
Portl. & Kennebec (Yarmouth) guar.	201,000	6	6	100
Portland, Saco & Portsmouth* guar.	1,500,000	6	6	100
Portsmouth and Concord* guar.	350,000	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	100
Rochester and Genesee Valley* guar.	557,560	7	7	100
Rutland, preferred.	7	7	7	100
St. Louis, Alton and T. H., pref.	2,040,000	7	7	100
Sandusky and Cincinnati, pref.	445,556	6	6	100
Schuylkill Valley* guar.	576,000	5	5	100
Shamokin Valley & Pottsville* guar.	899,450	5	5	100
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	7	100
" 2d pref.	1,300,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	100
Troy and Greenbush* guar.	274,000	7	7	100
Vermont and Canada* guar.	2,500,000	8	8	100
Warren* guar.	1,408,300	7	7	100
White Mountains* guar.	200,000	5	5	100
Wrightev. York & Gettysburg* pref.	317,050	2	2	100

<b>CANAL STOCKS:</b>				
Delaware Division* guar.	1,633,350	8	8	100
Morris, preferred.	1,175,000	10	10	100
Schuylkill Navigation, pref.	2,888,997	6	6	100
Union, preferred.	2	6	6	100

<b>MISCELLANEOUS STOCKS:</b>				
Cumberland Coal, pref.	5,774,400	7	7	100
Mariposa Mining, pref.	2	7	7	100

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 7 1/2 cents per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2 1/2; Scrap Cast, 25; Scrap Wrought, 28 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton 55 @ —  
 Gartsharric.....50 @ 53 —  
 Glengarnock.....48 @ 50 —  
 Eglington.....47 @ 48 —  
 Pig, American, No. 1.....60 @ 54 —  
 Pig, American, No. 2.....48 @ 51 —  
 Bar, American, Forge.....41 @ 45 —  
 Bar, Refined, English and American.....@ 120 —  
 Bar, Swedes, assorted sizes.....(gold) 120 @ 130 —

**STORE PRICES.**  
 Bar, Swedes, 1 1/2 x 1 1/2 to 1 1/2 x 1 1/2 sq. 1 1/2 to 1 1/2 x 1 1/2 to 2 sq. 6 to 12 x 1 1/2 to 1 1/2 x 1 1/2 to 2 in. rd. & sq. 1 to 6 in. x 1 1/2 to 1 in.....105 @ —  
 Bar, Refined, 1 1/2 to 6 by 1 1/2 & 5-16 in.....110 @ —  
 Bar, Refined, 1 1/2 by 1 1/2 & 5-16.....112 50 @ 125 —  
 Large Rounds, 2 1/2 to 2 1/2 to 3 1/2 to 4 in.....120 @ 150 —  
 Scroll.....120 @ 150 —  
 Ovals and Half-round.....120 @ 150 —  
 Band, 1 to 6 in. by 3-16 to No. 12.....@ 122 50 —  
 Horse Shoe.....117 50 @ 127 50 —  
 Rods, 1/2 to 3-16 inch.....110 @ 152 50 —  
 Hoop, 1/2 by No. 22 to 1 1/2 by 13 & 14.....127 50 @ 172 50 —  
 Nail Rod.....@ — 9 —  
 Sheet, Russia, as to assortment.....(gold) 16 @ —  
 Sheet, Single D. and T. Common.....@ 7 @ 8 —  
 Sheet, Doubles and Trebles, Charcoal.....@ 8 @ 9 —  
 Sheet, Galvanized.....List. 15 per ct. disc.  
 Rails, English.....(gold).....per ton 71 @ 72 —  
 Rails, American, at Works in Penna. c'y. 80 @ 82 50 —  
 Anvils, (Eagle).....per lb. currency.....@ 9 @ —

**STEEL—DUTY:** Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11 3/4 cents per lb.; over 11 cents, 3 1/2 cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)  
 English, Cast (2d and 1st quality).....per lb. 18 @ 22 —  
 English Spring (2d and 1st quality).....@ 9 @ 10 1/2 —  
 English Blister (2d and 1st quality).....@ 11 @ 16 —  
 English Machinery.....@ 11 @ 14 —  
 English German (2d and 1st quality).....@ 11 @ 12 —  
 American Blister.....@ — 11 —  
 American, Cast, Tool.....@ — 17 —  
 American, Spring.....@ — 11 —  
 American Machinery.....@ — 11 1/2 —  
 American German.....@ 9 @ —

**NAILS—DUTY:** Cut, 1 1/2; Wrought, 2 1/2; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.  
 10d. to 6d. Common.....per keg 6 @ 6 —  
 8d. and 9d. ".....@ 6 25 —  
 6d. and 7d. ".....@ 6 50 —  
 4d. and 5d. ".....@ 6 75 —  
 3d. ".....@ 7 50 —  
 Cut, 2d and 3d. Fine.....@ 8 25 —  
 4d. and 4 1/2d. Sugar Box.....@ 7 —  
 Cut Spikes, all sizes.....@ 6 25 —  
 Horse Shoe, Forged (No. 10 to 5).....per lb. 21 @ 33 —  
 Copper.....@ 2 @ 45 —  
 Yellow Metal Sheathing and Slatting.....@ 27 @ 30 —

**TIN—DUTY:** Pig, Bars and Block, FINE; Plate and Sheets and Terne Plates, 15 per cent. ad val.  
 Banca.....(gold).....per lb. 35 @ —  
 Straits.....(gold).....@ — 30 —  
 English.....(gold).....@ — 30 —  
 Plates—Fair to good brands.....Gold.....Currency.....  
 I. C. Charcoal.....per box 10 75 @ 11 25 12 75 @ 13 25 —  
 I. C. Coke.....@ 9 @ 9 75 10 50 @ 11 50 —  
 Coke Terne.....8 75 @ 9 75 10 25 @ 10 75 —  
 Charcoal Terne.....9 75 @ 10 25 11 25 @ 11 75 —

**PETROLEUM—DUTY:** Crude, 20 cents; Refined 40 cents per gallon.  
 Crude, 40 @ 48 gravity (in bulk).....@ 13 1/2 @ 14 —  
 Crude, 40 @ 47 gravity (in shipping order).....@ 15 1/2 @ 19 —  
 Refined, Standard White (in ship's order).....@ 27 @ 27 1/2 —  
 Refined, S. W. (in jobbing lots).....@ 27 1/2 @ 28 —  
 Refined, S. W. (in tin).....@ 33 @ 32 —  
 Naptha, Refined, (65 @ 73 gravity).....@ 17 1/2 @ 18 1/2 —  
 Residuum.....per bbl. 12 @ 12 1/2 —

**COPPER—DUTY:** Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.  
 Copper, New Sheathing, (over 12 oz.) per lb.——@ 43 —  
 Copper, Bolts.....@ 45 —  
 Copper, Braziers (over 16 oz.).....@ 45 —  
 Copper, Nails.....@ 45 —  
 Copper, Old Sheathing, &c., mixed lots.....@ 28 —  
 Copper, English Pig.....@ 28 1/2 —  
 Copper, American Ingot.....@ 30 1/2 @ 31 —

**LEAD—DUTY:** Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.—all less 10 p. ct.  
 Spanish.....(gold) per 100 lb. 6 50 @ 6 62 1/2 —  
 German.....(gold) 6 50 @ 6 62 1/2 —  
 English.....(gold) 6 62 1/2 @ 7 —  
 Bar.....@ 9 25 —  
 Sheet.....@ 11 —  
 Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.  
**COAL—DUTY:** Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FINE; other, 40 cents per 28 bushels of 80 lb. to the bushel.  
 Newcastle Gas.....per ton of 2240 lb. nominal.  
 Liverpool Gas Cannel.....@ 15 @ —  
 Liverpool House Cannel.....@ 21 @ 22 —  
 Anthracite (by cargo).....per ton of 2,000 lb. 5 @ 5 75 —

## New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27.

Canton Co.....	103	103	102	103
Central Pacific Co.....	100 1/2	100	100	100
Central of N. Jersey.....	103	103	102 1/2	102 1/2
Chicago & Alton.....	109	109 1/2	109	109
.. pref.....	113	113	109	109
.. 1 M.....	103	103	103	103
.. S. F.....	103	103	103	103
.. Inc. bds.....	103	103	103	103
Chicago, Burl. & Q.....	130 1/2	130 1/2	130 1/2	130 1/2
.. 8s, 1883.....	100	100	100	100
Chic. & Northwestern.....	100	100	100	100
.. pref.....	87	87	87	87
.. 1 M.....	99	99	99	99
.. S. F.....	99	99	99	99
.. Consol.....	93	93	93	93
Chic. Rock Isl. & Pac.....	107 1/2	109 1/2	110 1/2	109 1/2
Chl. R. I. & Pa. 7s, 1896.....	102	102	102	102
Clev. Col. C. and Ind.....	90	90	89	88
Clev. & Pittsburg guar.....	87	87	86 1/2	87
.. 2 M.....	87	87	86 1/2	87
.. 3 M.....	87	87	86 1/2	87
.. 4 M.....	87	87	86 1/2	87
Clev. and Toledo.....	102	102	102	102
.. S. F. 7s.....	102 1/2	102 1/2	102 1/2	102 1/2
Col. Chl. & Ind. C.....	31 1/2	31 1/2	33 1/2	33 1/2
.. 1 M.....	86 1/2	86 1/2	86	87
.. 2 M.....	73	73	72 1/2	73
Del. & Hudson Canal.....	117 1/2	117 1/2	117	117
Del. Lack. & Western.....	96	96 1/2	96 1/2	96
.. 1 M. 7s.....	96	96	96	96
.. 2 M. 7s.....	96	96	96	96
Erie Railway.....	55 1/2	54 1/2	52 1/2	52 1/2
.. pref.....	71 1/2	72 1/2	73 1/2	73 1/2
.. 1 M. 7s, 1897.....	101 1/2	102	102	102
.. 2 M. 7s, 1879.....	101 1/2	102	102	102
.. 3 M. 7s, 1883.....	101 1/2	102	102	102
.. 4 M. 7s, 1880.....	101 1/2	102	102	102
.. 5 M. 7s, 1888.....	101 1/2	102	102	102
.. 7s, con. gold.....	94 1/2	94 1/2	94 1/2	94 1/2
Great Western 2d mort.....	87	87	87	87
Hannibal & St. Joseph.....	32	32	32	32
.. pref.....	50	52 1/2	51 1/2	51
.. 8s, conv.....	88	88	88	88
Hudson River.....	104	104	104	104
.. 2 M. S. F.....	104	104	104	104
.. 3 M. 7s, 1875.....	104	104	104	104
Illinois Central.....	125 1/2	125 1/2	124 1/2	124 1/2
.. bonds.....	124 1/2	124 1/2	124 1/2	124 1/2
Lake Shore & Mich. S'th.....	88 1/2	89 1/2	92 1/2	92 1/2
Lake Shore Div. bonds.....	93 1/2	93 1/2	93 1/2	93 1/2
Marietta & Cin. 1st pref.....	114	114	114	114
.. 2d pref.....	114	114	114	114
Michigan Central.....	114 1/2	114 1/2	114	114
.. S. F. 8s, 1882.....	115	115	115	115
M. S. and N. I. 1 M. S. F.....	100 1/2	100 1/2	100 1/2	100 1/2
.. 2 M.....	97 1/2	97 1/2	97 1/2	97 1/2
Mariposa Mining Co.....	2	2	2	2
.. pref.....	2 1/2	2 1/2	2 1/2	2 1/2
Milw. and St. Paul.....	51 1/2	51 1/2	52 1/2	52 1/2
.. pref.....	74 1/2	75 1/2	75 1/2	75 1/2
.. 1st mort.....	107	107	107	107
.. 2d mort.....	107	107	107	107
.. 8s.....	94	94	94	94
.. 7 3-10s con.....	94	94	94	94
.. 7s, gold.....	97 1/2	97 1/2	97 1/2	97 1/2
Missouri Co.....	93 1/2	93 1/2	95 1/2	95 1/2
.. H. & St. J. les.....	91 1/2	91 1/2	91 1/2	91 1/2
Morris and Essex.....	92	92	91 1/2	91 1/2
.. 1st mort.....	102	102	101 1/2	101 1/2
.. 2d mort.....	102	102	101 1/2	101 1/2
New York Central.....	102	102	102	102
.. 7s, S. F. 1876.....	89	89	89	89
.. 6s, S. F. 1883.....	89	89	89	89
.. 6s, S. F. 1887.....	89	89	89	89
N. Y. Cen. & Hud. Riv.....	93 1/2	93 1/2	94 1/2	94 1/2
N. York and Harlem.....	114 1/2	113 1/2	114	114
.. pref.....	114 1/2	114 1/2	114 1/2	114 1/2
.. 1 M. 7s, 1873.....	99 1/2	99 1/2	99 1/2	99 1/2



## New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

Th.21. F.22. Sat.23. M.25. Tu.26. W.27

## FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	108	108	108	108	108
U. S. 5s, 1874, coup.	108	108	108	108	108
U. S. 5s, 10-40s, reg.	107	107	107	107	107
U. S. 5s, 10-40s, coup.	108	108	108	108	108
U. S. 5s, 1881, reg.	110	109	109	109	109
U. S. 5s, 1881, coup.	110	109	109	109	109
U. S. 5s, 1881, reg.	116	115	115	115	115
U. S. 5s, 1881, coup.	116	115	115	115	115
U. S. 5s, 5-20s, reg. '62.	112	112	112	112	112
U. S. 5s, 5-20s, c. 1862.	112	112	112	112	112
U. S. 5s, 5-20s, reg. '64.	112	112	112	112	112
U. S. 5s, 5-20s, c. 1864.	112	112	112	112	112
U. S. 5s, 5-20s, reg. '65.	112	112	112	112	112
U. S. 5s, 5-20s, c. n. '65.	112	112	112	112	112
U. S. 5s, 5-20s, c. n. '65.114	114	114	115	115	115
U. S. 5s, 5-20s, reg. '67.	115	114	115	115	115
U. S. 5s, 5-20s, c. 1867.116	115	114	115	115	115
U. S. 5s, 5-20s, reg. '68.	115	114	115	115	115
U. S. 5s, 5-20s, c. '68.	115	114	115	115	115
U. S. 5s, Pac.R.R. issue.112	113	113	113	113	113

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 26.

W.20. Th.21. F.22. Sat.23. M.25. Tu.26

Catawissa preferred	42	43	43	43	43
Camden and Amboy	42	43	43	43	43
.. 6s, 1875	93	93	93	93	93
.. 6s, 1883	92	92	92	92	92
.. 6s, 1889	94	94	94	94	94
.. mort. 6s, '89 94	94	94	94	94	94
Elmira & Williamsport. 27	94	94	94	94	94
.. pref.	94	94	94	94	94
.. 7s.	94	94	94	94	94
Lehigh Navigation. 38	38	39	39	39	39
.. 6s, 1884	93	93	93	93	93
.. Gold L.	93	93	93	93	93
.. R. R. L.	93	93	93	93	93
.. Conv. L.	93	93	93	93	93
Lehigh Valley R.R. 58	58	59	59	59	59
.. 6s new coup.	98	98	98	98	98
.. 6s now reg. 98	98	98	98	98	98
Little Schuylkill R.R.	98	98	98	98	98
.. 7s.	98	98	98	98	98
Minehill	98	98	98	98	98
Morris Canal	98	98	98	98	98
.. pref.	123	123	123	123	123
North Pennsylvania	99	99	99	99	99
.. 6s, 1880	94	94	94	94	94
.. 10s, 1887	94	94	94	94	94
Northern Central	110	110	110	110	110
Oil Creek & Alleg. Riv. 30	30	35	35	35	35
.. 7s.	30	35	35	35	35
Pennsylvania R.R. 56	56	56	56	56	56
.. 1st M.	56	56	56	56	56
.. 2d M.	56	56	56	56	56
.. Gen. mort.	94	94	94	94	94
.. 6s, 1st series.102	102	102	102	102	102
.. 6s, 2d series.	102	102	102	102	102
.. 6s, 3d series.	102	102	102	102	102
Philadelphia City, 6s.	98	98	98	98	98
.. new	102	102	102	102	102
Philad. Germ. & Nor.	80	80	80	80	80
Philad. & Reading	57	57	57	57	57
Philadelphia and Erie	20	20	20	20	20
.. 6s.	91	91	91	91	91
.. 7s.	91	91	91	91	91
Phila. Wilm. & Balt.	91	91	91	91	91
Schuylkill Navigation	14	14	14	14	14
.. pref.	14	14	14	14	14
.. 6s, 1882	77	77	77	77	77
.. 6s, 1876	77	77	77	77	77
.. 6s, 1872	77	77	77	77	77
United Co. of N. Jersey.124	124	125	125	125	125
Hestonville. (Horse)	18	18	18	18	18
Chestnut & Wal.	53	53	53	53	53
Green & Coates	53	53	53	53	53
2d and 3d streets	53	53	53	53	53
Spruce and Pine	53	53	53	53	53
15th and 16th sts.	53	53	53	53	53

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 26.

W.20. Th.21. F.22. Sat.23. M.25. Tu.26

Baltimore City 6s, 1875. 96	96	96	96	96	96
.. 1886	96	96	96	96	96
.. 1890	96	96	96	96	96
.. 1884	96	96	96	96	96
.. 1900	96	96	96	96	96
Balt and Ohio. 153	153	153	153	153	153
.. bonds, 1875.	153	153	153	153	153
.. 1880.	153	153	153	153	153
.. 1885. 91	91	91	91	91	91
Marietta & Clin. 1st M. 98	98	98	98	98	98
.. 2d M.	87	87	87	87	87
.. 3d M. 84	84	84	84	84	84
Northern Central	91	91	91	91	91
.. bonds, 1885.	91	91	91	91	91
.. 1900.	87	87	87	87	87
Pittsb. & Connellsv. 7s. 93	93	93	93	93	93
N. W. Va. 1st mort.	93	93	93	93	93
.. 2d mort.	93	93	93	93	93
.. 3d mort.	93	93	93	93	93
Virginia & Chesol.	56	56	56	56	56
.. Defer. Certif.	56	56	56	56	56
City Passenger R.R.	56	56	56	56	56

## Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

Th.21. F.22. Sat.23. M.25. Tu.26. W.27

Boston and Albany	143	143	142	143	144	145
Boston and Lowell	143	143	142	143	144	145
Boston and Maine	125	124	125	125	125	127
Boston and Providence.148	148	148	148	147	147	147
Boston, Hartford & Erie	148	148	148	147	147	147
.. 7s, new	40	39	39	39	40	40
Cheshire, pref.	133	133	133	133	133	133
Chl., Burl. & Quincy	133	133	133	133	133	133
Concord	133	133	133	133	133	133
Connecticut River	133	133	133	133	133	133
Eastern	103	103	103	103	103	103
Fitchburg	103	103	103	103	103	103
Manchester & Law'ce	114	114	114	114	114	114
Michigan Central	114	114	114	114	114	114
Northern, N. H.	114	114	114	114	114	114
Ogdens. & Lake Champ.	67	67	67	67	67	67
.. pref.	96	96	96	96	96	96
Old Colony & Newport.112	111	112	112	112	111	112
Ph. W. & Baltimore.	55	55	55	55	55	55
Port'd, Saco & Ports.	55	55	55	55	55	55
Union Pacific	84	84	84	84	84	84
.. 6s.	84	84	84	84	84	84
.. Land Grant 7s.	84	84	84	84	84	84
.. Income 10s.	77	77	77	77	77	77
Vermont & Canada	61	60	60	60	60	60
Vermont & Mass.	83	83	83	83	83	83
South Boston (Horse)	100	100	100	100	100	100
Cambridge	100	100	100	100	100	100
Metropolitan	62	62	62	62	62	62
Middlesex	13	13	13	13	13	13
Central Mining Co.	13	13	13	13	13	13
Copper Falls	13	13	13	13	13	13
Franklin	41	41	41	41	41	41
National	41	41	41	41	41	41
Pewabic	41	41	41	41	41	41
Quincy	41	41	41	41	41	41

## London Stock Exchange.

Closing Prices.

Oct. 31. Nov. 8.

Atlantic & Gt. W. 1st mort., \$1,000.	72	74	72	74
Do. 2d mort., \$1,000.	64	66	61	63
Do. Con. mort. B'nds Bisch's Cert.	37	39	36	38
Do. Reorg. Scrip.	95	97	95	97
Do. Lens. Lines, Rental Bonds.	86	88	85	87
Detroit & Milwaukee 1st mort. Bonds	73	76	71	74
Do. 2d do.	73	76	71	74
Erie shares 100 dol. all paid.	43	43	42	43
Do. Ticket of Protec. Com. attached	—	—	—	—
Do. 6 per cent Convertible Bonds.	91	93	91	93
Do. European Agency Certificates	—	—	—	—
Illinois Central \$100 shares all paid.	97	93	99	98
Do. Redemption mort. bonds 6 p.c.	99	101	99	101
Illinois & St. Louis Bridge 1st mort.	95	97	96	98
Marietta and Cincinnati Rail. Bonds.	82	85	82	85
Michigan Central 8s 1882, conv.	90	100	90	100
Panama 2d mort.	—	—	—	—
Panama General mort.	92	94	92	94
Pennsylvania, 2d mort.	96	98	96	98
Do. General mort.	95	96	95	96
Do. \$50 shares.	48	50	48	50
Philadelphia and Erie 1st mort.	92	94	93	95
Do. with option to be paid in Phila.	92	94	93	95

## American Railroad Journal.

Saturday, November 30, 1873.

## Stock Exchange and Money Market.

Money has been quite active on call throughout the week, on the basis of 7 per cent. as the minimum rate, to even the most responsible borrowers. Lenders, both through the banks and private channels, have been more exacting, in making advances, as to collaterals, and less liberal of accommodation generally. The needs of the Stock Exchange firms have been quite urgent, in part owing to the exceptional activity in Chicago and North Western Railway shares, in which the cornering movement was engineered to a head on Friday and Saturday, to the discomfiture of the operators in the Stock for lower figures. In the discount line, there has been a restricted business reported with even the best commercial paper rated as high as 12 per cent. per annum, as the rule. Mercantile affairs were injuriously affected by the continued Monetary stringency. Our city banks have been again losers in the line of their legal tender reserve, and also in the specie average. Their deposit line has likewise been reduced 4 1/2 millions. They contracted their loan and discount about half a million. The U. S. Sub-Treas-

ury reduced its coin reserve about 1/4th of a million and its currency balance about half a million. At the close, Money was quoted somewhat easier to the leading street houses to 7 per cent. on call.

The U. S. Sub-Treasury office last week received \$4,747,567 of currency, and \$3,142,015 of gold, the latter including \$2,109,000 from customs; and disbursed \$5,250,762 of currency and \$4,426,035 of gold, the latter embracing \$1,408,439 of coin interest. The city banks reduced their loan and discount average about half a million during the week, and their outstanding circulation a trifle. The U. S. Sub Treasury held a currency balance on Wednesday of \$21,446,781, and a coin reserve of \$43,688,147.

The city banks, in their latest return, show a decrease of \$832,300 of legal tender notes, of \$1,489,000 of specie and of \$1,873,000 in their deposits, also a contraction of \$168,700 in their loan and discount averages, and of \$22,500 in their item of circulation. The city bank exchanges, last week, averaged 132 1/2 millions. The banks now hold \$1,193,400 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$12,101,200, against \$16,222,800 same time last year. The city bank deposits are now \$199,651,600 against \$219,220,800, week ending Nov. 25, 1871. The legal tender reserve amounts to \$45,899,300, against \$55,694,900 same time last year. The circulation now stands at \$27,576,800 against \$30,089,500 same time last year. The loans are now \$276,464,800 against \$288,403,700 at this date last year.

The coin reserve of the city banks is now about 12 1/2 millions as against about 29 1/2 millions on the 20th of July; the legal tender reserve is about 45 1/2 millions against about 55 1/2 millions on the statement of June 15th; and the deposits are now down to 199 1/2 millions, against 247 1/2 millions on the 20th of July.

Government revenues have been yielding moderately, since our last. The excises yielded within the week about 2 1/4 millions and thus far in the current fiscal year beginning with July 1, 1872, \$51,537,639. The customs at the port of New York last week were \$1,927,979, and at the outports, equal to about \$650,000, all in coin or coin certificates.

The Gold movement has been moderately active, in the speculative line, since our last, while the customs call has been on an average scale, and the export drain, very light. The price has shown much irregularity, the later dealings indicating weakness. The range of the price during the week has been from 112 3/4 @ 113 1/2, and the quotation on Wednesday was 112 7/8 against 113 1/4 the preceding Wednesday. The specie outflow last week, was only \$232,624. The Gold Exchange Bank clearances have averaged about 54 millions per day during the week.

The customs demand for Gold last week, averaged \$351,500 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were \$5,347,772 against \$8,409,313 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been \$135,652,435 against \$144,309,962 during the same time in 1871.



Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, \$71,711,312, against \$81,020,328 during the same time in 1871.

The export drain of specie was \$232,624 last week, against \$416,014 same week preceding year. The shipments since January 1, 1872, have been \$67,091,529 against \$59,600,663 during the same portion of 1871.

Foreign Exchange has been in very moderate request at irregular prices, closing more firmly. Bankers' sixty day bills on London closed on Wednesday at 108 $\frac{1}{2}$ @108 $\frac{3}{4}$ ; sight bills on London, 100@110 $\frac{1}{2}$ .

Government securities have been in fair demand, mostly on investment account, at generally well supported prices. The offerings of the favorite issues in the open market have been very limited.

On Tuesday, Government bought in \$489,150 of the offered Five-Twenties at from 112 69 @112 74. The aggregate offering was \$1,059,100 @112 35@112 99.

On Wednesday Government sold \$1,000,000 of gold at from 112 66 $\frac{1}{2}$ @112 35. The aggregate offering was \$2,200,000, at from 112@112 85

U. S. sixes of 1881 at the opening on Wednesday of the current week were quoted at 116 $\frac{1}{2}$ @116 $\frac{3}{4}$ ; U. S. Five-Twenties of 1862, 112 $\frac{3}{4}$ @112 $\frac{1}{2}$ ; U. S. Five-Twenties of 1864 at 112 $\frac{3}{4}$ @112 $\frac{1}{2}$ ; U. S. Five-Twenties of 1865, 112 $\frac{3}{4}$ @113; U. S. Five-Twenties of 1865 consolidated, 115 $\frac{1}{2}$ @115 $\frac{1}{4}$ ; U. S. Five-Twenties of 1867, 115 $\frac{3}{4}$ @115 $\frac{1}{2}$ ; U. S. Five-Twenties of 1868, 115 $\frac{1}{4}$ @115 $\frac{1}{2}$ ; U. S. Ten-forties at 108 $\frac{1}{4}$ @108 $\frac{1}{2}$ ; U. S. Fives of 1881 (Funding Loan) 109 $\frac{1}{2}$ @110; Six per cent. currency Sixes from 113 $\frac{1}{2}$ @113 $\frac{3}{4}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 13.	Nov. 20.	Nov. 27.
Consols .....	92 $\frac{1}{4}$	92 $\frac{1}{2}$	92 $\frac{3}{4}$
U. S. 5-20s, 1835....	90 $\frac{1}{2}$	90 $\frac{1}{2}$	91 $\frac{1}{2}$
" 1867 .....	92 $\frac{1}{2}$	93	93 $\frac{3}{4}$
" 10-40s .....	87	87 $\frac{1}{4}$	87 $\frac{1}{2}$
New Fives of 1881....	88 $\frac{1}{4}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$
Erie .....	83 $\frac{3}{4}$	41 $\frac{1}{2}$	41 $\frac{3}{4}$

State bonds have been very moderately sought after and quoted unsettled in price closing rather steadier.

Railway and Miscellaneous share property has been active, excited, higher, and very variable as to values. The great feature of the week's movements was the cornering operation in North Western shares, which on Friday sent the price of this stock jumping upwards very rapidly, to the serious embarrassment and peril of many of the dealers in the property, who had been working on the bear side of the speculation. The adjustment of the speculative transactions was progressing very slowly, even with the intervention of the lawyers, and the courts.

Railway Mortgage Loans have been in fair investment demand and generally held with firmness. The older issues were scarce in the open market. Central Pacific Sixes closed firmly at from 100@100 $\frac{1}{4}$ .

The Metal trade has been unusually tame. Trade in Ingot Copper is dull, the dealings being confined to small lots, amounting, in all, to 100,000 lbs. at 31c.@31 $\frac{1}{2}$ c., at which figures the offerings were liberal. Iron has been very dull throughout, influenced, to some extent, by the un-

favorable foreign advices, and prices have been quoted weaker, with Glengarnock quoted at \$49@50; Eglinton, to arrive, at \$47; No 1 American at \$52@53; No. 2 do. at \$49@51. Sales, 100 tons Eglinton Pig, here, at \$48. Lead, Spelter and Zinc have been very quiet at about previous prices. Tin Plates are depressed, lower and irregular, on a limited business, the market being adversely affected by the discouraging advices from England; 300 boxes assorted Charcoal sold at \$11, gold, for I. C. 10x14; 100 boxes B. C. Coke Terne at \$8 50, gold, and 200 boxes S. T. P. Terne at \$10 37 $\frac{1}{2}$ , gold. Of Pig-tin, 50 slabs Straits sold at 30 $\frac{1}{4}$ c., gold, with English held at 30 $\frac{3}{4}$ c.@31c., and Banca at 35c., gold.

General business has been comparatively quiet. Domestic produce has attracted less attention, as a rule. Cotton, shipping grades Flour, prime Wheat, Oats and Butter closed rather more firmly on lighter offerings of stock. Corn, Lard, Naval Stores and Petroleum, rather weaker in price. Middling upland cotton, closed on Wednesday at 19 $\frac{1}{2}$  cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,051,933 bales, against 817,445 bales same time in the preceding year; exports 467,300 bales against 321,400 bales in the previous year; stock at the ports at latest dates, 376,000 bales against 361,100 bales same date 1871.

At the Live Stock Markets, Beeves have been in less demand at from 8 $\frac{1}{2}$ @14 $\frac{1}{2}$  cts.; Veals at 7@11 cts.; Sheep at from 4 $\frac{3}{4}$ @7 cts.; Lambs, 6@8 $\frac{3}{4}$  cts.; Swine, at 4 $\frac{3}{4}$ @4 $\frac{1}{2}$  cts. per lb., all live weight. The week's receipts were 10,769 Beeves, 1,500 Veal Calves, 28,599 Sheep and Lambs, and 45,480 Swine.

Foreign goods have been less active, but generally steady. The week's imports of foreign goods reached the amount of \$6,625,579, including \$126,090 of dry goods.

Ocean freights have been unusually quiet, with less demand for room which has been mostly for Flour, Grain, Cotton, Lard, Rosin, Petroleum, and Apples, checked by the scarcity of tonnage on either berth or charter, and the firmer views of owners.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—N. Y. State 7s, B. L. coup., 107 $\frac{1}{4}$ ; South Carolina 6s, new, Apl. and Oct., 30; do. Jan. and July, 23 $\frac{1}{2}$ ; North Carolina 6s, special tax, 14 $\frac{1}{2}$ ; Brooklyn 6s, Park Loan, 93; Long Dock bonds, 96; Albany and Susquehanna R. R., 95; do. 1st mort., 98 $\frac{1}{2}$ ; do. 2d mort., 95; Pacific R. R. 7s, guar. by Mo., 97; Louisville and Nashville consols, 1898, 91 $\frac{1}{2}$ ; Burlington, Cedar Rapids and Minnesota 1st mort., 88 $\frac{1}{2}$ ; Toledo, Peoria and Warsaw 1st mort., E. D., 94 $\frac{1}{2}$ ; Gt. Western 1st mort., 1888, 95 $\frac{1}{2}$ ; Clev., Col., Cin. and Ind. 1st mort., 100; Am. Dock and Imp. 7s, 97 $\frac{1}{2}$ ; Clev., Painesv. and Ash. 7s, old, 98; Central of New Jersey 1st mort., new, 102 $\frac{1}{2}$ ; Morris and Essex 7s, conv., 90 $\frac{3}{4}$ ; Boston, Hartford and Erie R. R., 8; do. 1st mort., 39 $\frac{1}{2}$ ; New York, New Haven and Hartford R. R., 141; New Jersey Southern R. R., 25; do. 1st mort., 74; Western Union Tel., 77 $\frac{3}{8}$ ; Quicksilver pref. 55; Consol. Coal of Md., 47; New Central Coal, 48; Maryland Coal, 22; American Coal, 59; Atlantic Mail S. S. Co., 15 $\frac{1}{2}$ ; Adams Express, 92; Wells-Fargo

Exp., 86; Am. Mer. Union Exp., 70; U. S. Exp., 78 $\frac{1}{4}$ .

**Philadelphia.**—Catawissa R. R., 19 $\frac{7}{8}$ ; do. priv., 31 $\frac{1}{2}$ ; Huntingdon and Broad Top Mt. pref., 16; Susq. Canal 7 $\frac{1}{4}$ ; Pittsburg, Cincinnati and St. Louis 7s, 79; Lehigh Valley 7s, new, 103 $\frac{3}{4}$ ; Westchester and Philadelphia 7s, 101; Philadelphia and Reading Gen'l mort. 7s, reg., 104; do. coup., 101 $\frac{1}{2}$ ; Pennsylvania and New York Canal 7s, 98 $\frac{1}{2}$ ; Schuylkill Nav. 6s, Boat Loan, 78; Lehigh Nav. conv. gold loan, 93 $\frac{1}{4}$ ; Chesapeake and Delaware Canal 6s, 90; Allegheny County 5s, 77 $\frac{1}{2}$ . The latest quotations are: City 6s, 98 $\frac{1}{2}$ @98 $\frac{3}{4}$ ; do. free of tax, 102 $\frac{1}{2}$ @102 $\frac{1}{4}$ ; Pennsylvania State 6s, 1st series, 101 $\frac{3}{4}$ @103; do. 2d series, 106@107; do. 3d series, 109@109 $\frac{1}{2}$ ; Philadelphia and Reading, 58 $\frac{1}{2}$ @58 $\frac{1}{4}$ ; do. Gen'l mort. 7s, coup., 102 $\frac{1}{2}$ @102 $\frac{1}{2}$ ; do. reg., 103 $\frac{7}{8}$ @—; do. mort. 6s, 1880, 95@95 $\frac{1}{2}$ ; do. 7s, new, con., 101@101 $\frac{1}{2}$ ; United New Jersey R. R. and Canal Co., 124@125; Camden and Amboy mort. 6s, 1889, 94 $\frac{1}{2}$ @95; do. 1883, 92@92 $\frac{1}{2}$ ; do. 1889, 92@92; Pennsylvania R. R., 56 $\frac{1}{2}$ @56 $\frac{1}{4}$ ; do. 1st mort., 101 $\frac{1}{4}$ @101 $\frac{1}{2}$ ; do. 2d mort., 97@98; do. General mort. coupon, 93 $\frac{1}{2}$ @94; do. reg., 93@93 $\frac{1}{2}$ ; Little Schuylkill R. R., 47@48; Morris Canal, 49 $\frac{3}{4}$ @51 do. pref., 120@125; do. 6s, 93@—; Susquehanna Canal, 7@8; do. 6s, 76@78; Schuylkill Nav., 7@8; do. pref., 14@15 $\frac{1}{2}$ ; do. 6s, 1882, 76 $\frac{1}{2}$ @76 $\frac{1}{2}$ ; do. 1872, 78@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 95@96; do. 5s, 56@—; Lehigh Coal and Navigation, 39@39 $\frac{1}{2}$ ; do. 6s, 1884, 87 $\frac{1}{2}$ @88; do. R. R. Loan, 93 $\frac{3}{4}$ @95; do. Gold Loan, 93 $\frac{1}{2}$ @—; North Pennsylvania, 49@50; do. 6s, 99@100; do. 7s, 93 $\frac{1}{2}$ @94; do. Chattle 10s, —@110; Philadelphia and Erie, 26 $\frac{1}{2}$ @27 $\frac{1}{4}$ ; do. 6s, 89 $\frac{1}{4}$ @92; Minehill, 53 $\frac{1}{2}$ @54; Catawissa, 19 $\frac{3}{4}$ @20; do. pref., 42 $\frac{1}{2}$ @43; do. 7s, 1900, 99@100; Lehigh Valley, 58 $\frac{7}{8}$ @59; do. 6s, new coupon, 98@98; do. 1st mort., 98@98 $\frac{1}{2}$ ; do. 7s, 103 $\frac{3}{4}$ @103 $\frac{3}{4}$ ; Fifth and Sixth streets, (horse,) 48@50; Second and Third, 59@60; Thirteenth and Fifteenth, 18@20; Spruce and Pine, 33@34; Green and Coates, 40@—; Chestnut and Walnut, 57 $\frac{1}{2}$ @58; Hestonville, 18@20; Union, —@73; Germantown, 33 $\frac{1}{2}$ @38.

**Boston.**—Cincinnati, Sandusky and Cleveland R. R., 17 $\frac{5}{8}$ ; Rutland pref., 57; do. scrip, 95; Norwich and Worcester R. R., 124; Vermont Central old stock, 85c.; Northern N. Y., 16c.; Taunton Branch, 114 $\frac{1}{4}$ ; Burlington and Missouri R. R. 8s, in Nebraska, 100; Old Colony and Newport 6s, 1876, ind., 94 $\frac{7}{8}$ ; do. 7s, 1877, 100 $\frac{7}{8}$ ; Essex R. R. 6s, 1876, 90; Eastern R. R. 6s, 1874, 96 $\frac{1}{4}$ ; do. 1889, reg., 92 $\frac{1}{2}$ ; Essex Co., 110 $\frac{3}{4}$ ; Cary Imp., 9 $\frac{7}{8}$ ; New Hampshire 6s, 1902, 97 $\frac{1}{2}$ ; Maine 6s, 1889, 99 $\frac{7}{8}$ ; Massachusetts 6s, 1876, gold, 109 $\frac{1}{4}$ ; Chicago 7s, 1892, 95; do. 1893, 94 $\frac{3}{4}$ ; do. 1897, 94 $\frac{3}{4}$ ; do. 1887, 95 $\frac{3}{8}$ ; do. 1888, 95 $\frac{1}{8}$ ; St. Louis 6s, 1877, 88 $\frac{1}{4}$ ; do. 7s, 1877, 91 $\frac{1}{2}$ ; Allouez Mining Co., 12; Calumet and Hecla, 149 $\frac{1}{2}$ ; Humboldt, 1.05; International Silver, 1 $\frac{1}{2}$ ; Petherick, 2 $\frac{1}{8}$ ; Shuniah Silver, 2; St. Clair, 2; Tremont, 1 $\frac{1}{4}$ .

**Baltimore.**—Northern Central 6s, 1900, gold, 93 $\frac{3}{4}$ ; Orange Alex. and Manassas 7s, 80 $\frac{1}{2}$ ; Central Ohio 1st mort. 86; Virginia and Tennessee 3d mort. 8s, 91 $\frac{3}{4}$ ; Orange and Alexandria 3d mort. 8s, 91; Wilmington, Columbia and Au-



gusta, 7s, 79; Maryland Defense 6s, 103 $\frac{3}{4}$ ; Virginia Consol. 6s, coupon, 60 $\frac{1}{2}$ ; Norfolk Water bonds, 88; Baltimore City 6s, 1902, 97 $\frac{1}{4}$ ; George's Creek Coal, 105. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93 $\frac{1}{2}$ @93 $\frac{3}{4}$ ; Baltimore and Ohio, 152@153 $\frac{1}{2}$ ; do., 6s, 1875, 97 $\frac{1}{2}$ @98 $\frac{3}{4}$ ; do., 1880, 95 $\frac{1}{2}$ @96 $\frac{1}{2}$ ; do., 1885, 94 $\frac{3}{4}$ @95; Parkersburg Branch, 11@13; Washington Branch, 136@150; Northern Central 37 $\frac{1}{4}$ @—; do. 6s, 1885, 93 $\frac{1}{2}$ @93 $\frac{1}{2}$ ; do., 1900, 86 $\frac{3}{4}$ @87; do., 6s, 1900, gold, 93 $\frac{3}{4}$ @94; N. W. Va. 1st mort., 102@102; do., 2d mort., 101@101 $\frac{1}{2}$ ; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98@98 $\frac{1}{2}$ ; do., 2d mort., 7s, 86 $\frac{3}{4}$ @87; do., 3d mort., 8s, 84@84 $\frac{7}{8}$ ; Central Ohio, 35 $\frac{1}{2}$ @35 $\frac{1}{2}$ ; do., pref., 38 $\frac{1}{2}$ @40; do. 1st mort., 85@86; Western Md. 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 95@97; do., 2d mort. guar., 94@96 $\frac{1}{2}$ ; do. 3d mort. guar., 90@—; do. 2d mort. pref., 70@81; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 75@77; Orange and Alexandria 1st mort. 6s, 93@—; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 91 $\frac{1}{2}$ @93 $\frac{1}{2}$ ; do., 4th mort. 8s, 83 $\frac{1}{2}$ @83 $\frac{1}{2}$ ; Orange, Alex. and Manassas 7s, 80@80 $\frac{3}{8}$ ; Virginia and Tennessee 1st mort. 6s, —@102 $\frac{1}{2}$ ; do., 6s, 2d mort., 78 $\frac{1}{2}$ @80; do. 8s, 3d mort., 91 $\frac{3}{8}$ @92; Baltimore 6s, 1875, 95 $\frac{3}{4}$ @96; do., 1884, 96@96; do. 1886, 96 $\frac{1}{2}$ @98 $\frac{1}{2}$ ; do., 1890, 96 $\frac{3}{8}$ @97; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96 $\frac{1}{4}$ @96 $\frac{1}{2}$ ; do. 1900, new, —@97; do. 1902, 96 $\frac{1}{2}$ @97 $\frac{1}{4}$ ; Memphis City 6s, 53@54; Maryland 6s, 1890, 95@—; do. Defense Loan, 1888, 103 $\frac{1}{2}$ @103 $\frac{7}{8}$ ; Virginia 6s, old, 38@39; do. consol. 6s, 55@56 $\frac{3}{8}$ ; do. reg., 50@52; do. Peelers, 48@50; West Virginia, 15 $\frac{3}{8}$ @16 $\frac{1}{2}$ ; City Passenger R. R., 22 $\frac{3}{8}$ @24; George's Creek Coal, 100@105.

#### The "Mogul" Engine.

The Cumberland (Md.) *News* says a trial was recently made, on the seventeen-mile grade of the Baltimore and Ohio railroad, of an "eight-wheel connected mogul" locomotive, built at the Baldwin Locomotive Works at Philadelphia, and owned by the Cumberland and Pennsylvania railroad. Its performance was highly satisfactory, if not surprising. It drew up the grade a train of thirty-eight empty coal hoppers and the private car of Mr. F. Mantz, general supervisor of trains of the Baltimore and Ohio railroad, filled with officials of the road and spectators. The camel engines used by the company pulled up the above-named grade twenty-one hoppers, and the ten-wheel engine eighteen.

The value of goods exported from the port of Philadelphia during the month of October amounted to \$2,234,737. Of the total shipments \$1,630,079 in value were in foreign vessels and but \$604,658 in American vessels. The number of vessels employed was 74, of which 19 were American, 35 British, 13 Swedish, 2 each German, Italian and Portuguese, and 1 Austrian.

It is proposed to cut a canal through the narrow neck of land dividing the two provinces of New Brunswick and Nova Scotia, to connect the Bay of Fundy with the Northumberland Straits. The length of the proposed canal will be sixteen miles.

#### Triumph of American Skill.

The Baldwin Locomotive Works have closed a contract for supplying a Russian house with nine of their engines, to be used in Finland, on the Hungo Road. The locomotives are to be of 5 feet gauge, of the ordinary American pattern, with 15x25 inch cylinders, 62 inch driving wheels, and will burn wood. This is a high compliment paid to American skill and enterprise. Indeed, such compliments are becoming quite common, and the day is not far distant, under proper encouragement, when the products of our manufacturers will be sold in all the principal markets of the world.

The Piedmont (Orange C. H.) *Virginia* says that "the work on the Fredericksburg, Orange and Culpeper Railroad is progressing finely. Messrs. M. V. B. Finch & Co. advertise for proposals for laying twenty-one miles of track—that is from its present terminus, Parker's store, to this place. A train of cars, we hear, is now running from Fredericksburg to Parker's store, and we confidently expect to hear by the first of next March the snort of the iron-horse at this place. Major Braxton, who has the contract for this end of the road, is pushing his work through, and expects to complete it by the middle of January."

The Hon. Galusha A. Grow, president of the Houston and Great Northern railroad of Texas, has been elected president of the International railroad. Both are hereafter to be operated as one road, under the management of Mr. Grow. At present the two roads have 375 miles in running order. They are mainly built by New York capitalists, and are controlled by some of the best men in New York city.

It is reported that the Chicago, Clinton and Dubuque Road will commence running regular trains to Chicago, via Clinton, in a few days. This opens a second route from Dubuque to Chicago. C. A. Walcott has been appointed superintendent of the road.

The Court has ordered the foreclosure of the first mortgage of the Western North Carolina Railroad and the sale of the road by auction. The State has invested four million dollars in the road, all of which will be lost.

The Kingston and Pembroke (Ca.) Railway is progressing satisfactorily, the contractors having reached Verona a distance of 20 miles from Kingston.

The town of Collingwood (Ca.) has voted a bonus of \$40,000 in aid of the proposed Hamilton and Northwestern Railway, to run from Hamilton to some point on the Georgian Bay.

M. J. Wicks has resigned the presidency of the Memphis and Charleston railroad, and John J. Rather, of Huntsville, Alabama, has been elected to fill the vacancy.

The Union Freight Railway along the harbor front, at Boston, will be in full operation within a few days.

Ground was broken at Dover, N. H., on the 25th of November, for the Portsmouth and Dover Railroad.

#### BANKING-HOUSE OF FISK & HATCH, No. 5 Nassau-st., New York.

We receive DEPOSITS and allow interest on daily balances, issue interest-bearing CERTIFICATES OF DEPOSIT, make COLLECTIONS in all parts of the United States and Canadas, and execute orders at the Stock Exchange for INVESTMENT STOCKS AND BONDS.

We buy and sell, as usual, GOVERNMENT, CENTRAL PACIFIC and WESTERN PACIFIC BONDS, and especially recommend to the attention of investors the SIX PER CENT. FIRST MORTGAGE BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, which are issued either coupon or registered, in denominations of \$100, \$500, and \$1,000; interest is paid in gold, May and November. At their present price they yield over seven per cent. income in gold.

This great work is about completed; there are now nearly 400 miles finished, and only about 25 miles remain to unite the Atlantic tide-waters to the Ohio River valley by the shortest and easiest rail-route possible.

The quantities of white oak, poplar, pine, walnut, and other valuable timbers; the cannell, splint, and bituminous coals; the varieties of iron ores; the limestone, salt and other products, render the route of the Chesapeake and Ohio Railroad probably the most attractive location for coal-mining, iron-making, and kindred industries, in the United States.

The company have, at considerable expense, caused a geological survey to be made of the route of the road by Prof. Ridgway. Copies of his valuable Report, with map, and also a pamphlet containing the latest information in reference to the present condition and future prospects of the road, can be had on application at our office.

FISK & HATCH.

The Philadelphia *Ledger* of 25th inst., reports the net anthracite coal tonnage for the week ending on the 16th inst., from all sources, at 388,013 tons, and for the year 17,566,694 tons, against 13,867,688 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,709,006 tons. The production of bituminous coal for the week was 58,480 tons, and for the year 2,272,701 tons, against 1,972,637 tons to the corresponding time last year—an increase of 300,164 tons. The total production of all kinds of coal for the week was 446,493 tons, and for the year 19,839,392 tons, against 15,830,225 tons to corresponding time last year, showing an increase of 4,109,167 tons.

The gauge of the Grand Trunk Railway between Sarina and Fort Erie opposite Buffalo has been narrowed to 4 feet 8 $\frac{1}{2}$  inches, and this makes a complete narrow gauge line on the Grand Trunk, between Chicago and all points west, and New York and all points east. Until the gauge of the Grand Trunk is altered to Montreal, which will be done as rapidly as possible, the change from broad to narrow, will be made at Stratford, where very extensive facilities are being provided.

Regular trains are now running on the Atchison, Topeka and Santa Fe Railroad to Dodge City, 351 miles from Atchison.



## Journal of Railroad Law.

## RAILROAD COMPANIES—NOT LIABLE FOR WILLFUL ACTS OF ITS CONDUCTORS.

The facts in the late case of *Mary Isaacs vs. The Third Avenue Railroad Company*, (47 N. Y., 122,) are fully and clearly stated in the following opinion by—

ALLEN, J.—The defendant cannot be charged for the willful acts of its conductors under the provisions of the Revised Statutes making a part of the act entitled "of the law of the road and the regulation of public stages." (1 R. S., 695.) That act, first enacted in 1824 and made a part of the revision, makes the owner of every carriage running or traveling upon any turnpike road or public highway for the conveyance of passengers, liable to the party injured, in all cases, for all injuries and damages done by any person in the employment of such owner as a driver while driving such carriage to any person or the property of any person, and that whether the act occasioning such injury or damage be willful or negligent or otherwise, in the same manner as such driver would be liable. By § 7, enacted at the time of the revision of the statutes, a "carriage" as used in the act, is declared to include stage coaches, wagons, carts, sleighs, sleds, and every other carriage or vehicle used for the transportation of persons and goods or either.

By this act, the common-law liability of one class of masters for the acts of a single class of their servants was enlarged and extended. Owners of carriages used for the transportation of persons or goods, were singled out and made liable for the willful or tortious acts of one class of their servants, to wit, the drivers of their carriages, leaving the common law, regulating the liability of masters for the acts of their servants, intact in every other case. The conductor of a street railroad car, is not the driver of a "carriage" within the statute for whose willful acts the master is liable.

Notwithstanding the comprehensiveness of the term "carriage" as defined by the statute, it is very doubtful whether it includes a car used for the carriage of passengers over a street railroad. Such a vehicle was not within the spirit of the act, and is not within the general classification and specification of vehicles mentioned. It was not known at the time of the adoption of the law as a vehicle either for the transportation of persons or goods. But that question is not before us. It is enough that a conductor is not a driver of a car. He may direct or control the driver but does not himself drive the vehicle. He controls the movements of the car, but he does not act as driver. There was a conflict of evidence as to the circumstances under which the plaintiff sustained the injury, but the jury have adopted the statements of the plaintiff and her sister-in-law, whose testimony did not differ in any essential particular, and who were the only witnesses to the transaction except the conductor of the defendant, whose testimony was disregarded by the jury. The facts proved by the plaintiff were, that she was a passenger in the defendant's car late in the evening upon a trip, and desired to stop at Spring Street, and so notified the conductor; that at or about Spring Street she rung or caused the bell to be rung as a signal for the stopping of the car and passed out on the platform and asked the

conductor to stop the car, to which he replied that the car was stopped enough; that she told the conductor she would not get out until the car had come to a full stop, whereupon he took her by the shoulder by both hands and threw her out and her leg was broken by falling on the pavement. The evidence was that the push was with violence throwing the plaintiff from the platform over the step on to the pavement, and that the act was intentional on the part of the conductor. The car was in motion at the time, and one of the witnesses testified that it was going faster than a walk.

It is not denied that the act of the conductor upon the facts established by the verdict of the jury, was wrongful, for which the plaintiff may have an action against the actual wrong-doer, and also against the defendant, as his employer and master, if the act was authorized by it. It is not claimed by the plaintiff that there was express authority given by the defendant for the commission of this particular trespass. The rule, well established and recognized in all the cases, and to which there are no exceptions, is, that to charge the master for the wrongful acts of the servants, they must have been committed by the express authority of the master, or in his service, and within the scope of the employment and authority of the servant. If an act is done by the servant in the business of the master, and within the scope of his employment the master is liable to third persons for any abuse of the authority conferred, or injuries resulting from any error of judgment or mistake of facts by the servant, as well as those resulting from negligent or reckless performance of his duties. The judgment in *Higgins vs. The Watervliet Turnpike Company* recently decided by this court, was upon this ground and as fully sustained by the authorities cited in the opinion of the court, prepared by Judge Andrews, but the same authorities as well as the judgment in that case recognize and reaffirm the equally well settled principle, that for the willful, wanton or reckless acts of the servant, not committed in the service of the master, and not within the line of his duty or the scope of his employment, the master is not liable. The line separating the acts for which the master is responsible from those for which he is not answerable is not, in all cases very well defined, and in some cases it may be difficult to distinguish between the two classes of acts. The difficulty, however, is, not as to the principle but in its application to peculiar circumstances.

Whenever an injury has been caused by the conduct of a servant in the business of his master, and within the scope of his employment, the master has been held liable, although such conduct may have been tortious. The question of liability does not depend on the quality of the act, but rather upon the other question, whether it has been performed in the line of duty, and within the scope of the authority conferred by the master. When the act of a servant, whether a trespass or otherwise, is without the authority, either expressly conferred upon the servant or implied from the nature of the employment and character of the duties causes injury to others, the master is not answerable. It is said that the implied authority in the servant is limited to those acts which the master could himself do if personally present, and if, in the performance of such

acts, the servant misconducts himself, the master will be liable for his acts. The case of *Hubbard vs. New York and Erie Railroad Company* (15 N. Y. 381), was well decided, and the judgment was properly reversed, for errors of the judge at the Circuit in his instructions to the jury upon the justification for the expulsion of the plaintiff from the cars by reason of his refusal to conform to the regulations of the defendant. Some of the expressions in the opinions of the judges which would exonerate a railroad company from liability for excess of force or error of judgment in the performance of an act by a conductor within his general authority, are open to criticisms as not in harmony with the later authorities, and would not, probably, be regarded as sound, although they are supported by the earlier cases and by the elementary authorities. The Supreme Court of this State, in *Wright vs. Wilcox* (19 Wend. 343), held, that for willful injury done by a servant, the master was not liable, and adopted the rule of Lord Kenyon that, "when a servant quits sight of the object for which he is employed, and without having in view his master's orders, pursues that which his own malice suggests, he no longer acts in pursuance of the authority given him." The principle is the same, whether the wrongful act of the servant is malicious or merely wanton or reckless.

In the present case an act was done by the conductor completely out of the scope of his authority, which there can be no possible ground warranted by the evidence for supposing the defendant authorized, and which it could never be right under any circumstances for the defendant to do. 1st. The car was in motion, and for no cause could the plaintiff have been thrust out into the street against her will while the car was in motion. The law forbids it, and the defendant could not lawfully have done it and therefore no authority could be implied in the conductor to do it. 2nd. There is no pretence that the conductor ejected or put the plaintiff from the car, or claimed to exercise such power for disorderly conduct, non-payment of fare, or any other cause. 3d. The act was not in aid and assistance of the plaintiff in leaving the car. She was not in the act of getting off the car, but was standing on the platform, demanding that the car should be fully stopped, and protesting as she had a right to do, that she would not attempt to leave the cars while they were in motion. 4th. The act was wanton and reckless, and was committed with great force and violence, such force as to throw the plaintiff clear off and over the step, and on the pavement. It is not in the performance of any duty to the defendant, or of any act authorized by it. It was a criminal act for which the conductor could have been punished criminally as well as made to respond in a civil action. It was a wanton and willful trespass, and was not the natural or necessary consequence of anything which the defendant had ordered to be done.

When it was found that the plaintiff's steamboat took fire in the night, while it was fastened to the defendants' wharf, upon which stood a wooden freight house, but before the freight house was endangered, and while the fire could have been extinguished, the plaintiff's cable was cut by the defendants' watchman, and the boat drifted away and was burned, no evidence being given of an-



thority for the act of the watchman, other than such as was implied from his general employment as such in the business of the defendants, the latter were held not liable for the act of the watchman. (The Thames Steamboat Co. vs. Housatonic R. R. Co., 24 Conn., 40). The case was well considered, and is well supported by the argument of the judge, as well as by authority, and is in accord with the decisions of the courts of this State and of England. The question of liability upon the facts proved by the plaintiff was distinctly presented upon the trial and decided adversely to the defendants, and an exception taken.

Upon the case made upon the trial by the plaintiff, she should have been non-suited.

The judgment must be reversed, and a new trial granted, costs to abide event.

Judgment reversed.

#### Shenandoah Valley Railroad.

The board of directors of this company met in Front Royal on Friday, the 8th, pursuant to a call from the president, Thomas A. Scott, the object of which, we understand, was to perfect arrangements for working the line of road between Shepherdstown and Hagerstown. A full board was present, and it is reported that work will soon be commenced on that end of the line, thus giving us a through connection to Northern cities. The work through the county of Page, or at least as far as Luray, will be given to contractors early after the 20th instant, thus assuring the friends of this enterprise that they are to have a road. Col. Spittler, one of the directors, has been for several days engaged along the road from Milford to Luray securing the right of way for the road. We understand that some parties were along the line between this place and Milford last week, with a view to becoming bidders for a portion of the work.—Page (Va.) Courier.

#### Our Southern Railroad Connections.

The interruption of the direct railroad connection through Washington, by the tearing up of the track of the Washington and Alexandria Railroad, by order of the board of public works of Washington, will not be allowed to work any special inconvenience to the Baltimore and Ohio Railroad and its Southern connections. The whole through business of the Orange and Alexandria road coming to Baltimore, and vice versa, will be passed over the Manassas line from its junction with the main line of the Orange and Alexandria road, and come down the Valley of Virginia, via Strasburg, Winchester and Harper's Ferry, and thence by the Main Stem of the Baltimore and Ohio road. This route has been availed of for some time past for a large traffic between the South and West, saving thus all the detour towards Baltimore, and now this line, mainly under the control of the Baltimore and Ohio Company, will do valuable service for the great through business between Baltimore, and the South, including, of course, that derived from the Virginia and Tennessee road at Lynchburg. The passenger traffic goes on through Washington as usual of both the Baltimore and Potomac and Baltimore and Ohio Railroads.—Ball. Sun.

The survey of the Chatham Branch (Ca.) Railway has been commenced. The Gleaner says that this course has been taken in consideration of the assurances given that the Local Government will give the usual subsidy to the line, and it being also understood that the Dominion Government will assist by giving the rails and rolling stock.

Messrs. R. H. Payson & Co., of Chicago, have the entire contract for the building and equipment of the Cairo and East St. Louis Narrow Gauge Railroad.

The Lexington (Ky.) Press says: "The business of the Elizabethtown, Lexington and Big Sandy railroad is becoming such a feature in the railroad line as to attract considerable attention. In the freight department, no less than ten trains daily, loaded with cattle, hogs, and other stock, pass through our city, and the passenger traffic has increased nearly two-fold since the new timetable went into effect. The Big Sandy is an institution in which our people take great pride, and when the eastern division is completed, giving us an unbroken line of road east, we may then realize some of the benefits which follow an enterprise so great."

The York (Ca.) Press says that the directors of the Bachman's Valley Railroad Company have commenced running cars regularly over their road. The road intersects the Hanover railroad about a mile west of Jefferson station, running along the south branch of the Codorus creek to Klinefeltersville, through Manheim township, crossing the Manchester and Hanover turnpike, near the village of Manchester, Md., and from thence to Bachman's Valley.

Preparations are making on the Union Pacific railroad for the winter snows. Five hundred men are now employed on the mountain division, of whom 225 are engaged on the snow-sheds. One hundred miles of snow-fences have been put up, and several miles of sheds. The level of the track has been raised for fifteen miles or more, and other improvements made, by which it is hoped a blockade this winter will be prevented.

At the annual meeting of the stockholders of the Duxbury and Cohasset Railroad, on the 19th inst., the old board of directors was re-elected, with Hon. Onslow Stearns as President, John M. Washburn Treasurer, and S. N. Gifford Clerk.

The Toronto and Nipissing (Ca.) Railway Company have resolved upon a further issue of bonds of the Company to the amount of \$76,000.

#### Board of Engineers of the Fourth Avenue Improvement.

##### Office Grand Central Depot.

NEW YORK, November 23d, 1872.

##### Notice to Contractors.

SEALED PROPOSALS FOR WORK ON THE Fourth Avenue Improvement between 49th and 79th Streets, will be received by the undersigned at this office until 2 o'clock P. M. of December 16, 1872. Plans, Specifications and blank proposals will be ready on and after the 29th inst.

ALLAN CAMPBELL,  
A. W. CRAVEN,  
EDW. H. TRACY,  
J. C. BUCKOUT,

Board of  
Engineers  
4th Avenue  
Improvement.

BALTIMORE AND DRUM POINT R. R. Co.,  
No. 44 Second St., Baltimore, Md.,  
November 11, 1872.

PROPOSALS will be received at this office until noon of the 10th day of December next, for the grading, masonry and bridging of two divisions of this road. The first, ten (10) miles in length, from the Annapolis Railroad to Butler's Tavern—the other, twelve miles, from Drum Point to St. Leonard.

The right to reject any bid is reserved.

Profiles and specifications may be seen here, and at the office of Vernon H. Brown, No. 66 South St., New York, after the 20th inst.

By order of the Board.  
JOHN G. BUTLER,  
Secretary.

#### STREET RAILROAD CARS FOR SALE.

THE undersigned offers for sale ten Two-horse cars which have been in use a few months on a street road. They are nearly as good as new cars, and will be sold cheap for cash.

JOHN R. CONNOR,  
Greenpoint, N. Y.

#### Locomotives and Cars for Sale.

New Locomotives of best build.  
Second hand Do., various gauge, 10@40 Tons, now running, in good order.  
New and Second hand Passenger and Freight Cars.  
Also Steel and Iron Rails, Fastenings, &c.

DAVIDGE & WHEELER,  
General Railway Business,  
78½ Pine St., New York.  
P. O. Box 4870.

#### HEYERDAHL, SCHÖNBERG & CO.

31 Pine Street,  
NEW-YORK.

10 Cornhill, E. C.  
LONDON.

#### STEEL AND IRON RAILS.

Sole Agents in the United States for  
SAMUEL FOX & CO.'S  
Bessemer Steel Rails.

#### RAILROAD SECURITIES NEGOTIATED.

#### DREDGING MACHINES AND SCOWS FOR SALE.

One (Osgood Pattern) Second Hand. Price \$10,000.

One, Almost New. Price \$22,000.

Two Large Dumping Scows, \$3,500 Each.

Apply to

A. W. LADD,  
5 and 7 Dey Street.

#### FOG SIGNALS,

OR

#### ALARM TORPEDOES.

ALWAYS RELIABLE.

W. BAILEY LANG & CO.,

54 CLIFF STREET, NEW YORK,

No. 9 LIBERTY SQUARE, BOSTON.

#### LOCOMOTIVES FOR SALE.

SEVERAL SECOND HAND LOCOMOTIVES for sale by the Philadelphia and Reading Railroad Co. Weights ranging from twelve to twenty-nine tons. Further information can be obtained upon application to

W. S. WILSON, Purchasing Agent,  
227 South Fourth Street.  
Philadelphia, Pa.

#### FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 76 passenger, price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

A. W. LADD

35tf 5 and 7 DEY STREET NEW YORK,



**A. W. LADD,****NO. 5 DEY STREET, NEW YORK,**

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

**Agent for ROBERT BROWN, Telegraph Contractor.**

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

**REFERENCES:**

All the leading Telegraph Companies in the United States.

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TRENTON, N. J.,

Represented by COOPER, HEWITT &amp; CO., No. 17 Burling Slip, New York,

—MAKERS OF—

**ROLLED IRON BEAMS,**

CHANNEL BARS, TRENTON STEEL TOP RAILS, &amp;C. ALSO,

**THE MARTIN STEEL!**

The best and cheapest material for FIREBOX PLATES, and all Machinery uses.

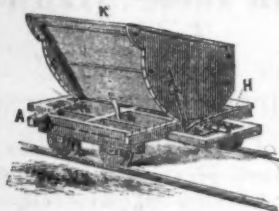
**CAMP'S IMPROVED DUMPING CAR.**

Fig. No. 1, Car Loaded.

(Used by the  
American Dredging Company.)

RIGHTS FOR SALE BY

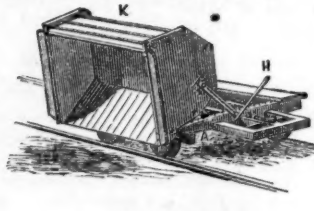
**N. H. CAMP,**

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

**To replace the box in readiness for another load.**

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

Address, **N. H. CAMP,**

Care N. C. MILLER, 61 Broadway, New York City:

or HAWKINS, WILLARD &amp; CO., 28 Market St., Chicago.

**RAILROAD IRON.**1,000 Tons TREDEGAR RAILS.  
1,000 Tons CROSBY RAILS.  
1,000 Tons STOCKTON RAILS.

Now in Yard and for sale by

**WM. H. PETIT,**  
72 Wall-st., New York.**RAILROAD IRON.**2,000 tons best Welsh make 56 lbs.  
2,000 " Extra quality 56 lbs.

For sale by

**DANA & CO.,**  
18 William street.

JAMES BULGER. GEORGE B. COLE. JOHN H. BULGER.

**James Bulger & Co.,****Engineers, Machinists**  
AND**Iron Founders.**STEAM ENGINES, MILLS, HYDRAULIC PUMPS,  
PRESSES AND GENERAL MACHINERY.45 and 51 North Second Street, Near First,  
Brooklyn, E. D., N. Y.**FULLER, LORD & CO.,****Machine-Forged Nuts,****BOLTS & NUTS,**

WROUGHT WASHERS,

**BOONTON CUT NAILS,**

139 Greenwich Street,

NEW-YORK.

**A TENTS.****THOMAS D. STETSON,**No. 16 Murray Street, New York.  
Solicitor of Patents and Scientific Expert  
in Patent Cases.The best service at a fair price. The same care and zeal  
as heretofore to promote the interests of clients. Send for  
circular.**PACIFIC MAIL****Steamship Company's**

LINE TO

**California, Japan and  
China.**

VIA PANAMA,

CARRYING MAILS, PASSENGERS AND

FREIGHT TO

ASPINWALL, PANAMA, SANTA MARTHA AND  
GREYTOWN, AND PACIFIC COAST OF  
MEXICO, CENTRAL AMERICA, PERU,  
AND CHILE.Steamers leave 10th 20th and 30th each month, except  
when those days fall on Sunday, then the day previous.Nov. 30, Steamer OCEAN QUEEN, CAPT. JEFF.  
MAURY, will leave Pier No. 42, North River, at 12 o'clock  
noon, for Aspinwall direct, connecting at Panama with  
steamer COSTA RICA, Capt. Lapidge, touching at  
Acapulco, San Diego and San Pedro, also connecting for  
all Central American and South Pacific ports. Departures  
of 16th and 20th each month connect with the Company's  
steamer, touching at San Benito, Tonata, Salina Cruz and  
Port Angel.Freight for all way ports received until 4 P. M. of  
Nov. 28.Steamer JAPAN will leave San Francisco, Nov.  
30, 1872, for Japan and China.For rates of passage, freight and all further information,  
apply at the Company's office on the pier, foot of Canal  
street.

F. R. BABY, Agent.

PHILIP S. MILLER.

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**STEEL & IRON RAILS.**

STREET RAILS,

Railway Fastenings, etc.

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**TAUNTON LOCOMOTIVE**

MANUFACTURING COMPANY,

**TAUNTON, MASS.,**HAVING large facilities, and having had a long experi-  
ence in the business, are prepared to furnish**LOCOMOTIVES,**EITHER FOR BURNING WOOD OR COAL,  
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

**RAILROAD MACHINERY,**

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC.

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Established 1820.

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**WM. J. YOUNG & SON,****MATHEMATICAL & ENGINEERING**

Instrument Manufacturers,

AT THEIR OLD LOCATION

43 NORTH SEVENTH STREET,

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Have so increased their facilities as to believe they can in  
future keep a full supply of instruments on hand.



**HAND'S IMPROVED DUMPING CART.**

PATENTED APRIL 4th, 1871.

**THE MOST PERFECT YET INVENTED.**

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

Manufactured and for Sale by

**WILLIAM & HENRY HAND,**  
PLAINFIELD, N. J.

STATE AND COUNTY RIGHTS FOR SALE

**Safe Car Lamp,  
MINERAL SPERM OIL,  
NO KEROSENE.****Williams, Page & Co.,  
BOSTON,**

Manufacturers of their well known Car Lamps and of Superior Car Candle Lamps, are making

**Mineral Sperm Oil Lamps**

now used by Boston and Albany, Providence, Eastern, Fitchburg, Lowell, and many other Roads, and by Pullman Palace Cars in place of Kerosene or Candles. Circulars, Lithograph and Price List sent when requested.

**WILLIAMS, PAGE & CO.,**

Manufacturers of Lamp and Candle Burners, and dealers in Mineral Sperm Oil and Candles.

**Manhattan Oil Company,  
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JAMES M. MOTLEY, President.

**Mason's Sperm, Manhattan Signal, Extra  
Lard, Tallow, and Mystic Coal Oils.**

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

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307 FINE STREET, ST. LOUIS, MO.,  
Undertake all business connected with Construction, Equipment, and Negotiations, for Railroads, Power, Stock, Rails, and Supplies furnished to order.

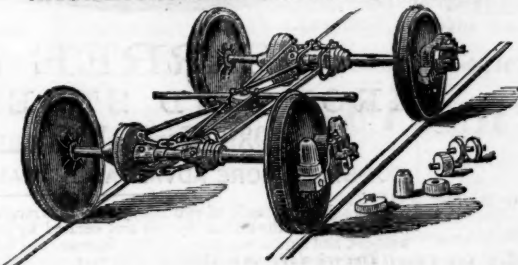
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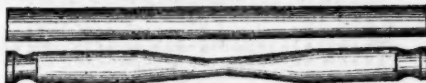
The Lightest Running, Easiest Riding, and  
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**Higley's Patent Street Car Running Gear and  
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Rolled or Hammered Car Axles, Bar Iron  
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Hot Pressed Nuts  $\frac{1}{2}$  in. for  $\frac{3}{4}$  Bolts to  $\frac{3}{4}$  in. for 2 in. Bolts  
either Square or Hexagon.  
Bridge and Truss Bolts  $\frac{1}{2}$  in. to  $\frac{3}{4}$  in. in diameter any  
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Car Forgings, Car Trucks, and Iron work for Cars in  
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Coach or Lag Screws, Washers, Nut Hinges, Crow  
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Railroad Splice Bolts and Fish Plates.

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PROPRIETORS,****BUILDERS OF  
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**Railroad Passenger &  
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Post's Patent Iron and Combination Bridges,  
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**LIGHT RAILS** weighing, per lineal yard, 40 lbs., 35  
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**BOTH RAILS** of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

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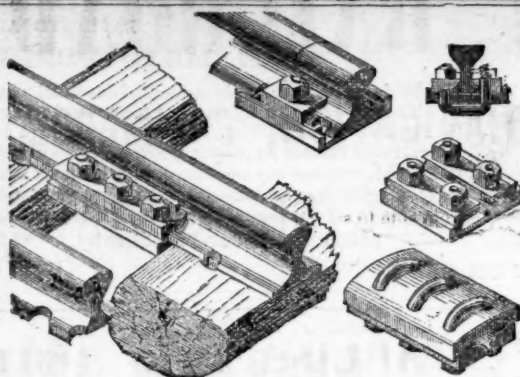
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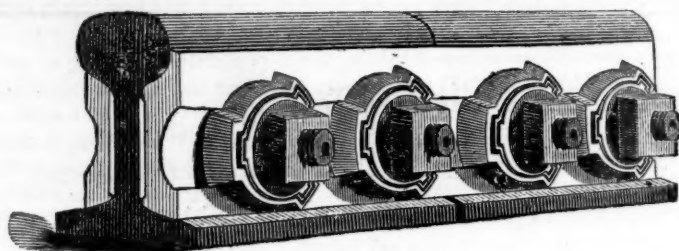
MADE BY

FISHER & NORRIS,

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The Superiority of these Joints has been proved by eight years' use on different Roads.

## PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

**VERREE & MITCHELL,**  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.  
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

**We confidently claim for the PATENT COMPENSATING FISH-JOINT:**

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.  
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.  
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.  
That it can be applied in repairing and relaying with the least trouble and delay.  
That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern

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THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

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